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City of Hanford

2002 General Plan Update





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CITY OF HANFORD

GENERAL PLAN UPDATE 2002

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PREPARED FOR THE CITY OF HANFORD

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ADOPTED JUNE 18, 2002

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PREFACE AND INTRODUCTION

GENERAL GROWTH ASSUMPTIONS

The 1994 General Plan relied on growth data available for the preceding 10 years. Those growth assumptions were fairly accurate in predicting the City's population in 2001. This General Plan Update is based on growth assumptions that reflect the City's past growth patterns since 1994. In the last 7 years (1994-2001), the City's annual growth rate is about 2.7 percent. This rate is generally consistent with the forecast of 2.8% used in the 1994 General Plan. The rate of growth between 1990 and 2001 was about 3.0%, however annexations of populated areas inflated the growth rate. Although future annexations of populated areas may occur, real growth should continue to average around 2.8%. In all of the growth projections, there was sufficient land within the Planning Area Limits to accommodate expansion.

The historical growth figure of 2.8 percent was used to provide a starting point to the plan. Expansion of Lemoore Naval Air Station may provide a significant change in the short-term growth pattern, but will likely be absorbed within the overall growth pattern.

ALTERNATIVE GROWTH AREAS

During the course of the General Plan Update, several different growth scenarios were reviewed. It was immediately obvious that the Planning Area Limit selected for the Plan Update was larger than that projected growth for the city during the Planning Horizon (2025). Rather than establish artificial plan phasing lines, each growth direction was analyzed from the standpoint of infrastructure, farmland, circulation and impact from and to adjacent communities. From this analysis, it was determined that growth would:

- Proceed on its westerly course for the next 5 to 7 years until the capacity in the 12th Avenue sewer line was exhausted. There is sufficient land within this area to accommodate the projected growth plus a 50% "market factor".
- The sewer line constraints, and the proximity to the community of Armona would eventually limit growth to the west.
- After exhausting the available sewer capacity on the west side, growth would then turn east toward Highway 43. Growth in this area is predicated on the extension of the 9th Avenue sewer line.
- Growth could probably occur in the east before extension of the 9th Avenue sewer line if alternative forms of water treatment and disposal were developed. Under this discussion, small treatment plants, perhaps using a golf course for disposal of water, could provide sufficient capacity to sustain some residential growth. While such innovative developments are possible, the most probable development will be a traditional extension of a main sewer line to serve the area. Because of the

expense of extending sewer service there will have to be great cooperation among property owners to assist in the financing of the project.

- Growth to the north would be stopped at Flint Avenue. The primary rationale for this decision was the impracticality of providing sewer service north of Flint Avenue, existing traffic problems, large unbroken areas of agricultural land, and the fact that groundwater recharge is more effective approaching the river. As residential growth approaches Flint Avenue, the lot sizes are expected to be larger (not less than 12,000 sq.ft.) and developed in a very low-density pattern.
- Growth to the south would be expected to occur as it has over the past several years, with a few notable possibilities. Toward the southwest, sufficient land and opportunity exists to provide a golf course or large open space area adjacent to, and serving as a buffer from the Armona treatment ponds.
- Growth around the airport approach zones has been restricted to allow the facility to reach its potential. Light industrial or aviation related commercial and/or office uses are encouraged adjacent to the airport (primarily on the west).
- Growth outside of the City should not prevent or delay revitalization of areas within the City. Specifically, the area along 10th Avenue and East Lacey, should receive focussed attention. The City is proceeding to acquire right-of-way along 10th Avenue to provide a four-lane street. This widening will require specific General Plan policies for development and redevelopment along 10th Avenue. Focusing on Mixed Commercial Development along this corridor is considered the most economically beneficial approach.
- The Downtown should remain the cultural and business center of the community even if it is not the geographic center. Links between the commercial area at 12th Avenue and Lacey should be further developed. Redevelopment of the downtown and surrounding neighborhoods through the establishment of Redevelopment Project Area should be a high priority.
- The conversion of older residential units north of downtown in the Reddington, Irwin, and Douty Street area should proceed in a guided fashion so as to preserve the historic architecture and character of this neighborhood. The General Plan will provide specific guidelines for future conversions.
- Open space areas should be encouraged, especially along the railroad

corridors and other noise generating uses. If integrated into proposed subdivisions, these corridors could become an asset to the community. Developed along the freeways and entryways into the City, open space corridors would help portray the agricultural heritage of Hanford.

- Provide for the development of a highway serving node of limited commercial businesses on the northeast and northwest intersection of Highway 198 and 43. This is the best location for capturing east/west and north/south traffic near the City with good access and visibility. Such development should be located within the City of Hanford to benefit from all City services.

PLANNING HORIZON

This General Plan Update is intended to serve the City for the next 5 to 10 years without significant revision. Regional changes, such as the expansion of Lemoore Naval Air Station, or the introduction of a major employment center, may require the adoption of Specific Plans, but should be easily accommodated within the Planning Area Limits. It is *not* the intent of this Plan to provide for development out to the Planning Area Limits within a 20 to 25 year time period.

ORGANIZATION OF THE GENERAL PLAN

Many more ideas than summarized above were discussed over the course of the update, and most were incorporated into the Goals, Objectives, Policies, and Programs of this General Plan. The General Plan is intended to be a dynamic document as well as a reliable tool for day-to-day City operations. The Plan is not intended as a history of Hanford, but rather an outline of its future.

Specifically, this document is divided into six distinct elements:

- LU, Land Use
- CI, Circulation
- HZ, Hazards Management (*Seismic Safety, Safety, Noise & Air Quality*)
- OCR, Open Space, Conservation & Recreation
- HSN, Housing Element (Regional Update Due 2003, *Summary*)
- PF, Public Facilities and Services Element

Goals are found at the beginning of each element, and Objectives, Policies and Programs are numbered consecutively throughout the element. The specific Objectives, Policies and Programs that address Air Quality are designated with an (AQ) suffix. A complete listing is provided as Appendix B.

GENERAL PLAN EIR

An Environmental Impact Report [EIR], was prepared for this General Plan Update, and is Volume I of the General Plan Documents. In many instances, the EIR contains far more detailed information than the individual elements. The Goals, Objectives, Policies and Programs reflect many of the mitigation measures of the EIR without repeating the discussion leading to their incorporation into the General Plan.

LAND USE ELEMENT

INTRODUCTION

Goals, Objectives, Policies, and Programs, together with the Land Use Diagram, provide a framework for the future development of Hanford. The Land Use Element responds to issues, opportunities and constraints within the planning area established for Hanford. Major issues considered in this Element include:

- The location and timing of growth
- Resisting the premature conversion of agricultural lands
- Enhancement and preservation of the Downtown Business District
- Balancing economic growth with urban growth

These issues are addressed within the overall context of recognizing existing and potential opportunities and constraints for Hanford. The availability of public services and facilities, the existing pattern of land uses, availability of vacant land, and the natural environment all factor into the approval of new development.

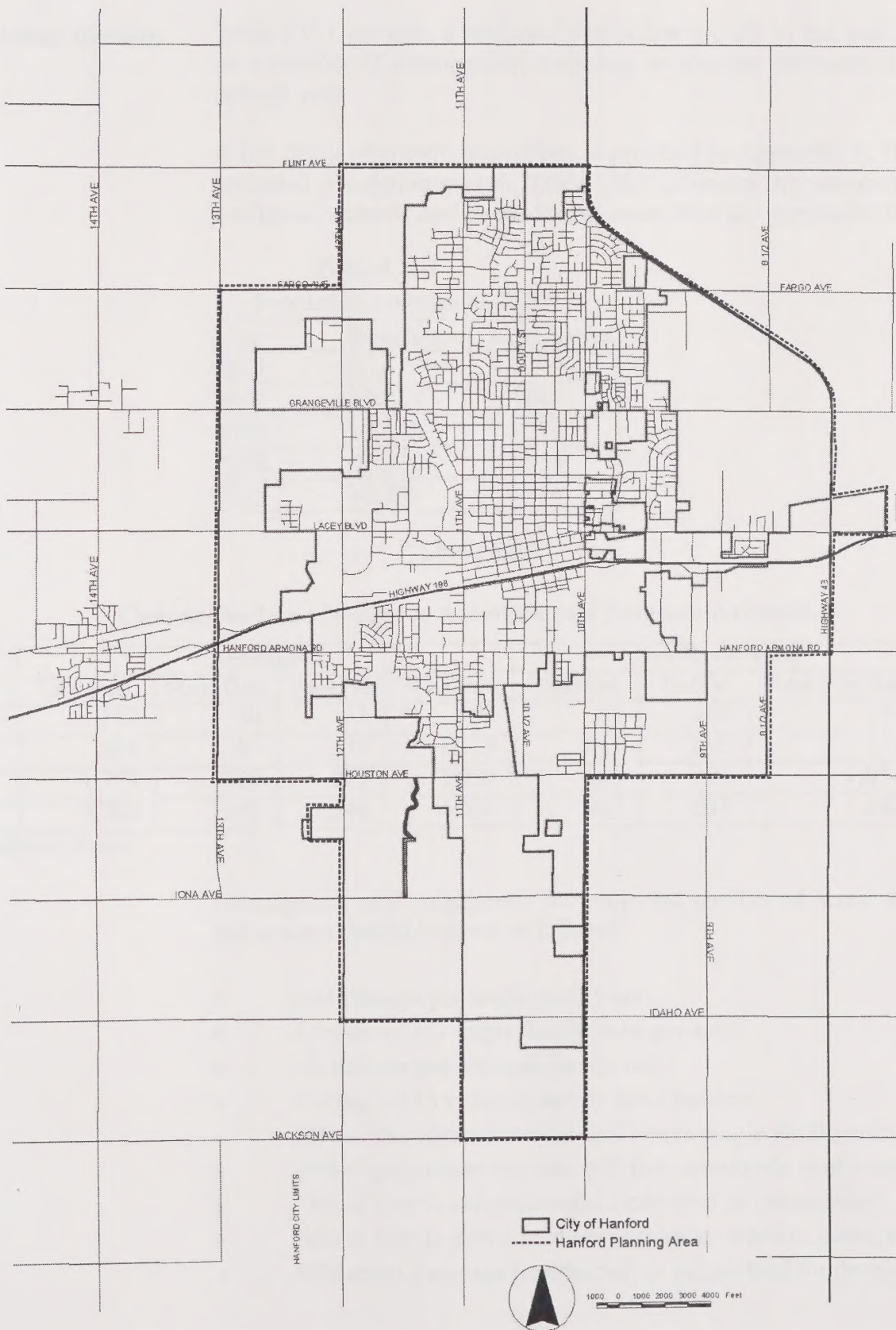
PLANNING HORIZON

The planning area considered for the Hanford General Plan Update comprises approximately 29.5 square miles (18,899 acres) and generally extends from Flint Avenue to Jackson Avenue north and south, and Highway 43 and 13th east and west. This Update added approximately 125 acres as Planned Highway Development at the northeast intersection of Highway 198 and Highway 43. [Please refer to Figure LU 1]

As used in this General Plan, the term "Planning Area" means the planned boundary of the City. This boundary may include an agricultural buffer between urban development and the unincorporated territory of Kings County. The Planning Area boundary was developed to provide a regional perspective for the growth of the City. Generally, the intent of this Plan is to help define the City 20 years into the future and guide decisions today regarding proposed development. It is recognized that the plan will, and should be amended to reflect regional and local changes.

The Land Use Diagram depicts a Planning Area Boundary which represents an ultimate limit of urban growth, not necessarily within the 23 year (2025) planning horizon. This boundary represents the limit of urban services. No specific time limits are implied or set as the interval between the existing City limits and reaching the Planning Area Boundary.

The area beyond the Planning Area boundary is considered a buffer between urban level development and the surrounding unincorporated territory. This area is shown on the Land Use Map as agricultural land use. The Objectives and Policies of this element keep Hanford's urban development confined within the Planning Area Boundary.



GENERAL PLAN AREA MAP

FIGURE LU-1

Population Growth

Table LU 1 presents a projected population growth to the year 2025 based on a number of assumptions, including an average estimated 2.8% growth rate per year.

A full detail of growth projections is provided in Appendix A. Based on the projected population growth, Table LU 2 estimates the residential and non-residential acres of land needed to accommodate the population forecast.

Table LU-1

Population Forecast to 2020

Year	Population	Cumulative
2002	43,575	n/a
2005	47,339	3,764
2010	54,348	10,773
2020	71,633	28,058
2025	82,239	38,664

Table LU-2**Cumulative Land Needed to Accommodate Forecasted Growth**

Year	Residential				Non-Residential			Total ¹
	Low Den.	Med. Den.	Reserve	Total Res.	Com/Ind.	Public	Total Non Res.	
2005	232	30	131	393	92	52	144	537
2010	664	86	375	1,125	263	15C	413	1,538
2020	1,729	224	977	2,930	684	391	1,074	4,004
2025	2,382	309	1,346	4,038	942	538	1,480	5,518

1 Cumulative Acres

Assumptions used to generate the projected number of acres of residential and non-residential land are as follows:

- 2.84 Persons per single family unit
- Average of 4.0 single family units per acre
- 2.5 Persons per multiple family unit
- Average of 15 multiple family units per acre
- 70% of population increase will live in single family units
- 30% of population increase will live in multiple family units
- 35% of City is non-residential (industrial or commercial)
- 20% of City is public land needs (streets, schools, parks, etc.)
- 50% reserve acreage (residential) to ensure land for development

LAND USE CLASSIFICATIONS

To meet the requirements of State Law, and to simplify the planning process, all land within the Urban Limit boundary of the General Plan is provided with a General Plan Land Use Designation and indicated on Figure LU-3, City of Hanford Land Use Map (Please See Pocket at end of document). The classifications of land are adopted as General Plan Policy and are intentionally broad to allow flexibility in project planning. This also allows more than one zoning district to be consistent within a single Designation.

Residential Standards

The Land Use Element must also establish standards of population density and building intensity for each Land Use classification. These figures are stated as 'average' housing units per gross acre; population density is obtained by applying average persons per households as set from time to time by the State Department of Finance. Because these numbers are averages, they are stated in ranges to allow for a variety of development to be consistent with the plan. Also, since the City can not regulate the number of persons per family, the ranges provide a means to ensure that most services can be set appropriately.

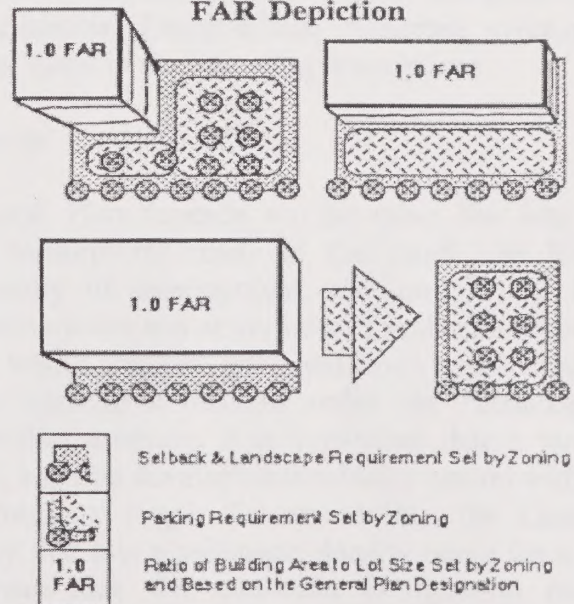
Non-Residential Standards

Floor Area Ratios [FAR]

For non-residential uses, the Plan specifies a maximum permitted ratio of gross floor area to site (Floor Area Ratio or FAR). The FAR is intended to regulate bulk while allowing flexibility in determining the height and placement on the lot consistent with the City Zoning Ordinance. In some cases the FAR is set to allow flexibility in the Downtown Area, and development outside of the downtown will be held

to a different standard. For example, a 10,000 square foot property with a FAR of 1.0 would be permitted to have a maximum 10,000 square foot building. Required setbacks, height of structures, parking and landscaping

**Figure LU-2
FAR Depiction**



would affect total lot coverage. Figure LU-2, depicts different FAR configurations considering variables such as off-site parking.

ZONING CONSISTENCY

While the Land Use Element specifies a range of unit densities per acre, the City Zoning Ordinance regulates lot size standards within the permitted density range. Under a given Land Use Designation, several different development zones may be appropriate. Table LU 3, provides a listing of typical Zoning Districts for each General Plan Land Use Designation. The City of Hanford Zoning Ordinance is, in most instances, hierarchical in that uses of a lower intensity zone are often allowed in the next more intensive zone. To allow for this, the residential unit per acre ranges overlap slightly as do the floor area ratios for commercial and industrial Designations.

Density-Intensity

The density/intensity standards described in the General Plan do not guarantee that development projects will be approved at the maximum density or intensity specified for each classification. The existence of one or more development constraints could limit the density or intensity of development to less than projected in the General Plan classification. Typical examples of such development constraints include, but are not limited to: drainage issues, archaeological sites, wetlands and stream courses, easements, noise constraints, other environmental factors, community design requirements, and zoning regulations.

Table LU 3 shows gross density standards for residential Designations and FAR standards for non-residential Designations. Assumed averages for residential classifications are listed in the following descriptions.

Minimum Density Standards

Each element of the General Plan depends on the other for data when planning for the future. Assumptions made in the Land Use Element concerning units and intensity of development, are used in the Public Facilities Element to determine water and sewer need. Similar information is used to calculate potential traffic demand, park and open space needs and police and fire personnel staffing levels. In order for financing and improvement plans to function properly, it is important that a range of development be considered, and that development actually occurs within the specified density and/or intensity range. To ensure this, the Land Use Element establishes a policy that sets a minimum density range for a given Designation. Densities lower than the minimum Designation may be permitted only under special circumstances. Criteria for consideration of the special circumstances is as follows:

- Determination that the lower density will not cause shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City.
- That design of the project addresses noise, traffic, and access within the confines of the project.

Table LU-3

Density-Intensity & Zoning Consistency

Land Use Designation	Unit Density			FAR			Coverage	Pop/Ac.	Typ. Zoning	Min. Lot Size Square Feet	Notes
	Min.	Typ.	Max.	Min.	Typ.	Max.					
VLD Very Low Density	0	2	2				40%	10	R-1-20	20,000	One house per lot
	1	3	3					14	R-1-12	12,000	One house per lot
Low Density	2	5	9				40%	30	R-1-8	8,000	One house per lot
								30	R-1-6	6,000	One house per lot
Medium Density	7	12	15				50%	30	RM-3	6,000	3,000 sqft. Of lot area per unit
High Density	10	15	22				60%	45	RM-2	6,000	2,000 sqft. Of lot area per unit
OR Office/Residential	4	15	22	0.25	0.6	1	100%	45	OR	6,000	
DC Downtown Commercial	4	15	22	0.5	1	3	300%	45	DC	0	
MC Mixed Commercial	4	15	22	0.25	0.4	0.5	50%	45	MC	0	
PO Planned Office				0.25	1	3	300%		PO	20,000	New Zone
O Office				0.25	0.5	0.8	80%		O	20,000	Newly Created Lot Sizes
NC Neighborhood Commercial				0.25	0.4	0.5	50%		NC	Now 3-5 acres	Except on existing zoned land.
CC Community Commercial				0.25	0.4	0.75	75%		CC	Now 5 acres	Maximum 30 Acs.
SC Service Commercial				0.25	0.4	0.5	50%		SC	6,000	
PC Planned Commercial				0.15	0.4	0.75	75%		PC	10 Acs.	New Zone
PHD Planned Highway Development				0.15	0.4	0.75	75%		PHD	10 Ac.	New Zone
LI Light Industrial				0.25	0.5	1	100%		LI	6,000	
I Industrial				0.3	0.5	2	200%		HI	0.5 Ac.	
PF Public Facilities				0.1		1	100%		PF	0	
CO Conservation and Open Space				0.1		0.1	10%		CO	0	
AG Agriculture	0	0.01	0.05	0	0.01	0.05	5%		AG	20 acres	See exceptions HMC 17.14.60
UR Urban Reserve Overlay	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	UR	20,000	UR, HMC Sec. 17-12.10

- That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density/intensity.

For the first few years, this policy will have little effect on development patterns. It is intended to protect the city from having to fund shortfalls in reimbursement or financing mechanisms over the long term. The policy also ensures that at least some of the medium to high density property is available for construction near public services and not converted to low density uses simply as a result of short term market influence.

Planned Development Zones

Through the Planned Development process, a project proponent can approach the City with a concept that may change or remove many of the conventional zoning restrictions. In a planned development proposal, housing units could be clustered around large open space areas or other development amenities resulting in higher localized densities, so long as the average density for the entire project site does not exceed the General Plan Land Use Designation density maximum.

If the City agrees to the concept, the project specific Planned Development zoning can be approved. A Planned Development zone will be necessary to achieve the higher density ranges shown in Table LU-3. The City has established a list of expected project components necessary to initiate discussion on Planned Development applications. The Zoning Ordinance also contains a specific list of issues that the project proponent must address in a Planned Development application. Generally they include:

- Overall density and intensity of the project
- Design of the project components including bulk of buildings, varying setbacks, architectural features, open space, recreational areas, parking and storage requirements
- Access requirements
- Impact on surrounding uses
- Incorporation of amenities into the project to off-set any reduction in yard areas
- Timing of Development

It is not the intent of the City to use the Planned Development process as a means of reducing lot sizes, or other development standards, without some amenities and control over the design of the project.

Residential Designations

The Land Use Element and Diagram include four residential categories that range in density and intensity from a maximum of three units per acre up to 22 units per acre. These categories are intended to:

- Identify land throughout the planning area which is acceptable for housing; and,
- Clarify the overall type of housing to be developed within each category; and,

- Allow for a mixture of housing types, lot sizes and affordability.

Each residential category includes a unit per acre minimum and maximum density specified in a range of housing units per gross acre. A unit per gross acre is used because it is easier to understand and convey. Types of housing include single family units and multiple family units including duplexes and apartments.

VLD, Very Low Density Residential: 0-3 dwelling units/gross acre

This category is characterized by larger "estate-style" lots for single family residential development. Typical lot sizes would range from 12,000 to 20,000 square feet or greater. Except in extraordinary circumstances it is not envisioned that lots greater than 1 acre would be appropriate within the City limits due to restrictions on the types of activities usually desired on lots over an acre. Exceptions are where there are adjoining public facilities, long-term agricultural easements, or other environmental factors such as noise sources that may require a substantial space buffer between the facility and residential uses.

LD, Low Density Residential; 2-9 dwelling units/gross acre

This category includes single family development on lot sizes more typically found in urban settings. Individual lot sizes would usually range from 6,000 to 10,000 square feet in size. Under a Planned Development Zoning provisions, smaller lot sizes may be permitted when clustered around open space amenities, such as a golf course or lake.

MD, Medium Density Residential: 7-15 dwelling units/gross acre

This Designation allows duplex or lower density apartment complexes and other non-traditional designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 3,000 square feet of lot area for each dwelling unit. Existing nonconforming lots can also be developed at 3,000 sq.ft. of lot area for each dwelling unit. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

HD, High Density Residential: 10-22 dwelling units/gross acre

Intended primarily for multi-family apartment and condominium development in proximity to major arterial streets, commercial and recreational facilities, and employment centers. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 2,000 square feet of lot area for each dwelling unit. Existing nonconforming lots can also be

developed at 2,000 sq.ft. of lot area for each dwelling unit.

Downtown Designations

In order to preserve the integrity of the downtown, and encourage its continued vitality and economic strength, specialized land uses and development approval procedures have been adopted. The following Land Use Designations are typically found only within the boundaries of the of the downtown business district. The Downtown Business District generally includes the Central Parking and Business Improvement Area and extends between the Burlington Northern and Santa Fe Railroad (BN&SF) right-of-way on the west, Highway 198 on the south, 10th Avenue on the east, then on Ivy street to Harris, up to Elm then south along Redington to Ivy west on Ivy to Park, then south on Park to the BN&SF railroad tracks.

DC, Downtown Commercial/Mixed Use 0.5-3.0 FAR

The Commercial Core is also located in the City's Downtown District. However, this area has its own unique character as a pedestrian-oriented, concentrated area of retail, service and office uses. Future development should enhance the vitality of the Downtown District. Over time, the Downtown District will evolve into a unique and focused commercial and entertainment center of the community while retaining a mix of commercial and residential uses. Multi-family residential may also be permitted in DC. The Zoning Ordinance governs the permitted uses in this area and, where appropriate, design and preservation requirements within the Historic zone. Higher intensity development should be encouraged in the DC than in the other areas of the City. Public parking availability and access are essential for full development of the downtown area. A Master Plan or Specific Plan may be prepared to guide development and apply exceptional standards where desirable. Ultimately the FAR and use may be constrained by the amount and location of available parking, particularly with major office development. The City continues to encourage the formation of a Redevelopment Project Area for the Downtown. A typical FAR in the DC is 1.0, however, FAR's in the DC may be as high as 3.0.

Commercial & Industrial Designations

Specific land uses described in each Designation are cited as examples of typical uses and should not be considered a comprehensive list of allowable or conditional uses. The Zoning Ordinance establishes allowable uses, uses approved through administrative action, and conditional uses for each zone classification. Both a range of Floor Area Ratios, FAR, and typical FAR's are provided for each Land Use. Typical FAR's are used to calculate anticipated employment generation, lot coverage and land need.

O, Office 0.25- .8 FAR

This Designation is intended for large non-retail, business and professional offices. Unlike the OR Designation, no residential uses would be permitted within an "O" Designation. Further, new O site designations should be 20,000 square feet or larger in size to encourage smaller offices to locate downtown. A typical FAR for this Designation is 0.5.

PO, Planned Office 0.25-3 FAR

Similar in approach to Planned Commercial, the Planned Office designation is located in the southwest quadrant of 12th Avenue and Lacey Blvd. This area of the City is emerging and providing for an office campus to attract larger office complexes is considered essential to the City's long term economic viability. This area is not intended for aggregations of small office buildings, rather a consistent and integrated designed complex with shared parking facilities. While the minimum parcel size is 20,000 square feet for this designation, the City will encourage larger developments including multi-story buildings and parking structures. Planned Office development in this area must provide a unique setting using landscaping or other amenities. The notion of Planned Office is to make it distinctive and attract larger office tenants. Accessibility will play a key role in the ultimate location. Also similar to Planned Commercial to the west, the City will encourage master planning of all PO sites without regard for property lines within the designated areas. At minimum master plans would indicate potential pad sites, and orientation of buildings, phasing of development, circulation and access from streets and interconnections between sites, utility connections, landscaping, and parking to be constructed. Street and parking lot landscaping shall be installed and maintained to promote a pleasing visual environment. A typical FAR for this Designation is 1.

OR, Office Residential 0.25- 1.0 FAR (4-22 Units/Acre)

Surrounding much of the historical downtown are older homes, some of which are in the process of converting from conventional single family units to offices. The General Plan policies include guidelines for converting older dwellings to preserve their historic character. Many of these structures are large and have stunning architectural features that add significantly to the atmosphere of the downtown. To encourage the preservation of these structures, the Office Residential Designation allows for either office or residential uses and a mixture of offices and residential uses in these structures. The higher FAR of this Designation is intended to encourage development of second, and subsequent floors above existing commercial uses. Consistent with the Business and Professional Link described in Planning Area G, the OR designation has been applied to the transitioning residential neighborhood south of West Lacey Blvd., west of 11th Avenue (beginning at the intersection of Garner Avenue and West Lacey Blvd., north of the San Joaquin Valley Railroad, and east of Campus Drive. A smaller segment of OR is allowed along Grangeville Blvd between 10th Avenue and Irwin Street. The Land Use Element contains policies for OR development along Grangeville Blvd. Construction of major new office buildings requiring a parcel exceeding 20,000 square feet will be discouraged in the OR Designation, and instead focused in the Office land use designation. A typical FAR in the OR is 0.6.

NC, Neighborhood Commercial: 0.25-0.5 FAR

This Designation includes convenience commercial and neighborhood shopping centers providing a range of necessary day-to-day retail goods and services serving a localized market. Neighborhood Commercial Centers are typically developed at about one-mile intervals on a single corner of the intersection of Collector Streets, or Arterial and Collector Streets. Development is limited to major anchor uses not exceeding 45,000 square feet such as a supermarket, with other supporting services such as drugstores, Laundromats, barber and beauty shops, restaurants, auto parts stores, service stations, and other similar uses to serve the day to day needs of the surrounding residential development. The exception to the maximum size of the anchor tenant is allowed for in the City's Zoning Ordinance based on an existing larger parcel. Street and parking lot landscaping shall integrate the site with the balance of the neighborhoods. This Designation is intended for parcels no larger than 5 acres in size. A typical FAR for this Designation is 0.4.

MC, Mixed Commercial [4-22 Units/Acre] 0.25- .5 FAR

The Designation is intended to allow a mixture of small commercial, office, and multi-family uses along the 10th Avenue corridor between Grangeville Blvd. and Lacey Blvd. It is not anticipated that additional MC Designations will be created at any other expensive locations. However, isolated locations in older developed parts of the City may be appropriate. This is a special Designation distinct to this corridor which is in transition from older existing residential uses to commercial uses. Special design considerations are necessary because of existing lot depth, limitations of direct access to 10th Avenue, and right-of-way requirements for the future widening of 10th Avenue. The Land Use Element contains policies for new MC development along 10th Avenue. Other isolated locations in the City may be appropriate where a combination of commercial and residential use will not be detrimental to the surrounding neighborhood or caused a change in the characteristics of the neighborhood. A typical FAR for this Designation is 0.4.

CC, Community Commercial: 0.25- .75 FAR

This Designation includes a variety of commercial uses that serve both a large local area and, to some extent, the region. Typically, CC development is integral to, and forms a commercial concentration with, surrounding offices, possibly regional commercial uses, and higher density development served by a combination of Collector and Arterial streets. New CC development would include multiple anchor tenants such as a large grocery drugstore combination. There would also be a larger number and/or variety of smaller tenant stores. Street and parking lot landscaping shall be installed and maintained to promote a pleasing visual environment. New CC Designations on the land use map would typically be less than 30 acres in size and located at major arterial intersections. A typical FAR of

approximately 0.4. Existing CC sites, typically in the downtown area or surrounding fringe, could be as small as 6,000 square feet.

SC, Service Commercial: 0.25-0.5 FAR

This Designation includes a broad range of commercial activities which can include freeway (travel) oriented businesses, businesses which have both retail and service components, and other businesses which can be located in a commercial area and not create a nuisance or interfere with normal commercial activities. Where heavier Service Commercial uses are proposed they may require site specific review through a Conditional Use Permit process. The Zoning Ordinance will define criteria for those types of Service Commercial uses that will ordinarily require a Conditional Use Permit. Among typical Service Commercial uses are auto sales, motels, restaurants (including fast food), service stations, auto repair, building material supply, warehousing, wholesale trade, contractors, suppliers, equipment yards, and other similar uses. Also included in this definition are business parks that are designed as clusters of buildings containing offices, warehouses and storage areas. Business parks should be master planned to include extensive landscaping and screening from surrounding uses. Uses within this Designation would usually be conducted entirely within a building, with outside storage screened and/or blocked from public view. Outside storage of unprocessed raw material or large industrial equipment would not be appropriate in a SC area. SC designated areas could range in size from 6,000 square feet to 20 acres with a typical FAR of 0.4.

PC, Planned Commercial: 0.15- 0.75 FAR

This designation includes Planned shopping centers, highway oriented retail uses (new or used vehicle sales are not allowed), and enclosed recreation facilities (theatres are not allowed). Planned shopping centers where retail and entertainment activities are concentrated and are intended to address market needs of the larger community and not compete with uses in the Downtown Commercial district. It is the City's intent to preserve the downtown as a viable commercial center. The Planned Commercial districts provide for retail commercial areas outside of the downtown commercial district of the city. These areas will be within a unified shopping center complex to serve the community. Several major anchor tenants, along with supporting uses, would be expected at a Planned Commercial center. Specifically excluded from the PC areas are financial uses, future stores, professional offices and professional service uses, commercial offices and commercial service uses. At least fifty-one (51) percent of the gross floor area of the building premises in which the Planned Commercial businesses will operate will be used for the retail sale of new merchandise. The fifty-one (51) percent gross floor area requirement may be reduced if the City determines that more than forty-nine (49) percent of the gross floor area of the business premises is required to perform other tasks directly associated with the retail sale of new merchandise. Included in the 49% are any services

to be rendered to customers of the business premises that are incidental to and specifically related to the new merchandise sold upon the business premises.

Development standards for the PC require a minimum of 10-acre initial development. Five-acre increments will be allowed after the initial 10-acre site is developed. Development of small sites along street frontages will not be allowed without first development of the major tenant of the proposed project. A "major tenant" is defined as a structure of 50,000 square feet or more occupied by a single business. A Smaller major tenant structure may be allowed if tenant is a nationally recognized retail sales activity (except for drive through restaurants).

Newly designated PC areas would be located adjacent to major arterials, expressways, highways and/or freeways. The Planned Commercial development is expected to provide convenient access to freeways, highways and major arterial streets. Master planning will be encouraged for all PC sites, without regard for property lines within the designated areas, at the time of annexation, subdivision or conditional use permit. Street and parking lot landscaping shall be installed and maintained to promote a pleasing visual environment and where feasible connect with adjoining parking lots to reduce trips on City streets. New PC designated areas could range between twenty (20) and one hundred (100) acres in size with a typical FAR of 0.40. Planned Commercial development is intended to be flexible under the plan unit development (PUD) procedures. However, where appropriate the design of structures and sites shall be in harmony with the characteristics of the buildings in the central commercial core of the city.

PHD, Planned Highway Development: 0.15- 0.75 FAR

This designation is applied to non-agricultural designated land at the intersection of major state highways within the Planning Area of the City where adequate access exists to provide for services to the traveling public. Any designated area will be the subject of an Area Plan that is adopted by the City. The developer(s) will be required to prepare a detailed plan for City approval. The Area Plan must include the entire area of development (quadrants east of Highway 43, north of Highway 198; west of Highway 43 and north of Lacey Blvd. south of railroad; west of Highway 43, north of Highway 198, and south of Lacey Blvd.). The elements of the Area Plan shall include, but not limited to: a unified architectural theme consistent with the history and quality of the City of Hanford; development design that provides for adequate access and parking while presenting a pleasing and consistent appearance to the travelling public; landscaping; adequate internal circulation; and open space to accommodate a variety of highway oriented businesses.

Businesses shall be restricted to highway oriented services. Major retail sales uses will not be allowed. All uses will require Conditional Use Permits issued by the City to ensure consistency with Area Plan. An Infrastructure

Scheduling Plan shall be adopted and implemented. Initial development may take place utilizing wells and septic tanks, however, provision for connection to City services shall be constructed at the time of development. On-site fire suppression water reserves may be required. A typical FAR for this Designation is 0.4.

LI, Light Industrial: 0.25- 1.0 FAR

This Designation is intended for light industrial operations, and could include large office uses. Uses may include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities. These areas are characterized by high truck traffic, greater employment density and significant on-site material storage needs. Uses would be conducted mostly within buildings or structures with some outside storage or activity permitted. Light Industrial Designations are appropriate between residential and other heavier industrial uses, or commercial and heavy industrial uses where minimal environmental conflicts can be demonstrated between the use and adjacent residential development.

The City encourages light industrial development at the Hanford Airport, particularly where such businesses can benefit by access to airport activities. Light industrial development at the Hanford Airport can include associated office development, warehousing, and research and development uses. To the extent allowed by parcels, development within this Land Use is typically characterized by landscaped street frontages and a business park setting. A typical FAR for this Designation is 0.5 although, with some intensive office-warehouse type of use, the FAR could be as high as 1.0.

Uses not permitted within this Designation are those that require open air storage of large quantities of raw, or semi-refined products. Retail uses are discouraged in this category, but may be permitted as a supplemental use to a permitted use or a use directly associated with the airport.

HI, Heavy Industrial: 0.3 - 2.0 FAR

This Designation provides for industrial parks, manufacturing, truck terminals, public or quasi-public facilities and structures, including utility operations, fabrication, processing, assembling, warehousing, wholesale sales, research and development activities. This Designation differs from Light Industrial in that outside processing and storage of materials may be permitted. Incidental retail uses which have a direct relationship to the industrial use or meet the day to day needs, such as food and fuel, of employees working in the Industrial area. Due to potential land use conflicts, Heavy Industrial designated lands should be buffered from residential and commercial uses by either LI or SC designated areas, or large open spaces. Care needs to be taken in designating new areas of HI so that new conflicts are not created. However, effective FAR may be limited because of airport

safety height regulations. A typical FAR for HI development would be 0.5, but could range as high as 2.0 if large amounts of office, manufacturing or warehousing space are required.

Other Land Use Designations

Other land use Designations are used by the City to identify public facilities, or land that is not intended for intensive development. This includes agricultural land, and land belonging to another governmental agency over which the City has limited land use control. Examples of this include schools and the County office buildings.

PF, Public Facilities: 0.10-1.0 FAR

This Designation includes schools, community parks, storm drainage basins and other similar activities conducted on property owned by the County or other State, Federal or local agencies. While larger public facilities are identified as PF, smaller facilities such as lift stations, water wells and substations, etc., can be located in any Land Use Designation. Due to the nature of this Designation there is no way to determine a typical FAR.

OS, Open Space & Conservation: 0.01-0.1 FAR

The Open Space & Conservation Designation identifies parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the City. While the OS Designation is intended primarily for public agency use, there are instances when private land may be designated OS. These would include land with storm drainage or other open space “easements” or private environmental reserves. As with the PF Designation there is no typical FAR however, it is expected to be very low.

AG, Agriculture: 0.01 to 0.05 FAR

Agricultural Land Use Designations are limited in scope and purpose within the City. The primary reason for the Designation is to provide a buffer between sensitive and potentially conflicting land uses. A good example of the application of this Designation is the Hanford Airport runway approach and clear zone. Another purpose for the Designation is to allow for the annexation of land to the City on which a Williamson Act Contract is still active. The typical FAR portrays large acreage with a single primary dwelling and associated outbuildings.

UR, Urban Reserve

The Urban Reserve prefix is applied to land within the City's Planning Area Boundary, which has an underlying Land Use Designation in the General Plan. Development of the land is either not anticipated within the planning horizon, or has significant infrastructure constraints, which must be addressed prior to moving the projected development threshold. Removal of

the UR Designation in the industrial area should be based on the need for large sites and meeting the specific infrastructure needs of major employers for the City of Hanford. UR Designations for residential and commercial areas promotes efficiency, and cost recovery of existing capacity in infrastructure systems before expanding or creating new competing systems.

PLANNING AREAS

The City of Hanford has been divided into seven Planning Areas (A to G) for the purposes of discussion and definition, see Figure LU-4. Within the Commercial Core Planning Area (Area G) four sub-areas have been established, see Figure LU-5. Because each planning area has its own set of opportunities and constraints, growth will occur at different times. These opportunities and constraints are summarized in the Planning Area descriptions and detailed information is provided in the Technical Appendix of the General Plan.

Area A

This area covers the existing developed City, and vacant land within the City Limits. In addition, some areas are outside the City limits that include: developed unincorporated areas east of 10th Avenue; undeveloped areas between the City Limits and Flint Avenue on the north; some undeveloped and developed unincorporated areas on the west along 12th Avenue; some undeveloped and developed unincorporated areas in the south between Highway 198 and Houston Avenue This area excludes the Commercial Core (Area G).

Area B

This area encompasses the unincorporated agricultural land in the unincorporated territory between Area A and Highway 43, and the Southern Pacific Railroad right-of-way on the south.

Area C

This area is unincorporated land generally located east of the Hanford Airport between Highway 198 on the north, Highway 43 on the east, and Houston Avenue on the south, and includes agricultural land and some larger ranchette residential parcels.

Area D

The Planning Area contains land in the City Limits and also incorporated territory in the Kings Industrial Park, the City's wastewater treatment plant, and agricultural land south of Houston Avenue, east of 12th Avenue, west of 10th Avenue, north of Jackson Avenue.

Area E

This area is located south of Highway 198, east of 13th Avenue, north of Houston Avenue, and west of Area A. This Planning Area contains

agricultural land in the incorporated territory.

Area F

This area includes unincorporated territory north of Highway 198, east of 13th Avenue, south of Flint Avenue, and west of Planning Area A. This area contains mostly agricultural uses with some residential development above Grangeville Road.

Area G

This Planning Area is the Commercial Core of Hanford. It has been divided into the following four sub-areas:

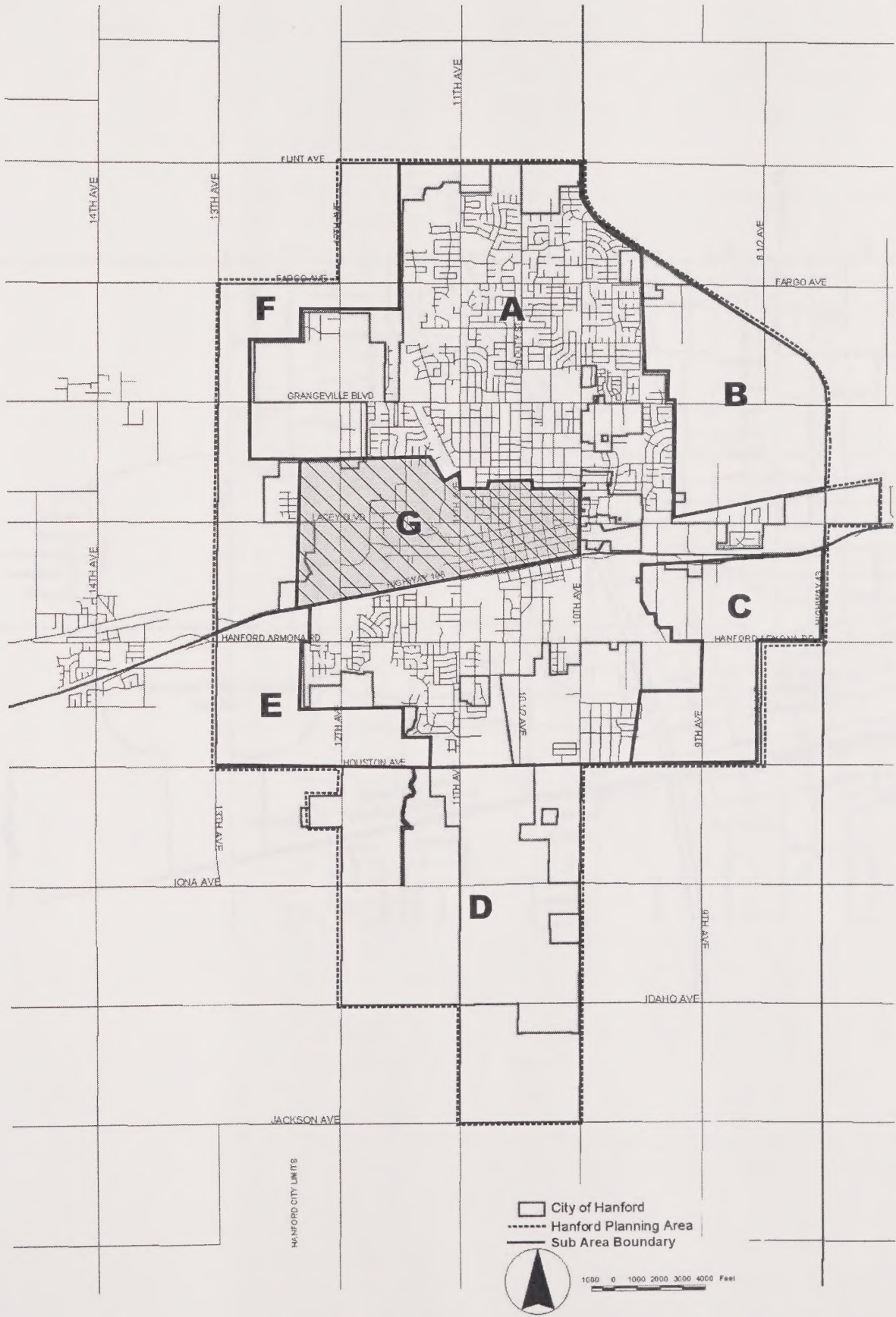
Downtown Business District - The Downtown Business District generally includes the Central Parking and Business Improvement Area and extends between the BN & SF right-of-way on the west, Highway 198 on the south, 10th Avenue on the east, then on Ivy street to Harris, up to Elm then south along Redington to Ivy, west on Ivy to Park, then south on Park to the BN & SF railroad tracks. [Please see Figure LU-5]

Commercial Link - This area is west of BN & SF Railroad right-of-way, north of Highway 198, east of Greenfield Avenue and includes both sides of 11th Avenue and Gardner Avenue to Elm Street. This area contains the former Kings Mall area and other community commercial uses.

Hanford Town Center shopping complex

Business and Professional Link - Uses within this area includes the Kings County Government Center, Hanford Community Hospital, Hanford West High School, and other office and commercial development. The area is described a link because it ties together the Downtown Business District and Commercial Center with the regional commercial center at the intersection of 12th Avenue and Lacey Blvd. Lacey Blvd. runs east and west through the center of this area. The area is generally bounded by Highway 198 on the south, Greenfield and the Downtown Commercial Center on the east, the northern property lines of the High School and Kings County Government Center (including expansion) on the north, and Mall Drive Street (and future extension of this "ring road") on the west.

Planned Commercial Center - This sub-area includes the Hanford Mall and other major regional shopping uses. The center of the area is the 12th Avenue/Lacey Blvd. intersection. The area extends from Mall Drive and the extension of the "ring road" on the east and north, to Highway 198 on the south. The western boundary is formed by Planning Area F, west of the "loop road".



PLANNING AREAS MAP

FIGURE LU-4



PLANNING AREA "G" DETAIL,

FIGURE LU-5

GOALS

The goals of the Land Use Element are to:

- **Preserve and Enhance the Quality of Life for Hanford Residents without significant degradation to the natural or man-made environment.**
- **Provide for a Balance of Housing, Public Services and Facilities, and Jobs for all who Choose to Live in Hanford.**
- **Revitalize and Preserve the Historic Character of the Original Townsite while Planning for Growth to Support Increases in the Demand for City Services.**

***Objectives, Policies
& Programs***

Residential Development

The following objectives, policies, and programs relate directly to residential uses.

OBJECTIVE LU 1

Maintain a balance between the cost of providing efficient community services and the benefits associated with continued growth.

POLICY LU 1.1

Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

Program LU 1.1-A (AQ)

Maintain, and update as required, master plans for water, sewer, drainage circulation, parks and recreation, and public facilities including fire stations.

Program LU 1.1-B

The City shall adopt a Capital Improvement Program that addresses the short-and long-term infrastructure needs of the City. The Capital Improvement Program shall identify funding sources including assessment districts, general fund, grants, state subventions and fees available to fund the projects.

Program LU 1.1-C

The City shall prepare and maintain a development fee structure that provides revenue to offset infrastructure costs and implement the Capital Improvement Program.

Program LU 1.1-D

Prepare, adopt, and maintain a parks and open space program which identifies locations, improvements, and cooperative agreement participation with other public agencies such as school districts or Kings County for the operation and maintenance of those areas.

POLICY LU 1.2 (AQ)

Development in Planning Area B is considered premature until the sewer master plan is implemented and traffic capacity issues have been addressed with the adoption of an implementation plan.

OBJECTIVE LU 2

Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities and intensities and a mixture of different dwelling and tenure types.

POLICY LU 2.1

Residential development shall be consistent with the density ranges included in Table LU-3. Lower densities may be permitted when the City makes all of the following findings:

- A. That the development is be compatible with the surrounding neighborhood and will not have a detrimental effect on existing or future higher intensity land uses such as commercial, multi-family housing, or circulation and transportation systems.
- B. That the development will contribute to infrastructure development in an amount equal to the density assumed for the area in the preparation of infrastructure plans or fee schedules.
- C. That the reduction in density is reasonable to achieve superior quality development with respect to site planning and open space recreation facilities and/or the preservation of natural resources such as mature trees, sloughs, or habitat areas.
- D. That the density reduction will not prevent the City from achieving its goals for low and moderate income housing as described in the Housing Element.

POLICY LU 2.2 (AQ)

Very low density residential development shall be required near the Planning Area Boundary to provide a transition between agricultural or rural areas and urban development.

OBJECTIVE LU 3

Provide single family residential neighborhoods with a variety of cost ranges dispersed throughout the City.

POLICY LU 3.1

New infill development shall conform to the character, density and scale of existing residential neighborhoods.

POLICY LU 3.2

Large single-family residential developments shall include a mixture of density and dwelling types, consistent with the land use Designation and density range.

Program LU 3.2-A (AQ)

The City shall encourage Master Plans and Specific Plans that contain density bonus areas that are tied to open space or other public amenities.

Program 3.2-B

The City shall amend its zoning ordinance to provide for the averaging of density and intensity of development across a parcel, or across several parcels, in conjunction with an amenity such as a golf course, lake or park.

POLICY LU 3.3 (AQ)

The City will consider density bonus of up to 20% above the maximum density for residential designs that provide a variety of lot sizes and prices tied together with open space or other public amenities. Density bonus projects require a Planned Development Zoning approval.

Program LU 3.3-A (AQ)

The City shall develop guidelines and criteria for the implementation of the design density bonus program for projects greater than 40 acres in size.

OBJECTIVE LU 4

Provide multi-family ownership and rental units in a variety of cost ranges dispersed throughout the City.

POLICY LU 4.1

Encourage the development of a variety of higher density multi-family residential uses in an attempt to maintain 30% of the total housing stock as multi-family units in the City.

POLICY LU 4.2 (AQ)

Multi-Family development shall be planned near existing or projected neighborhood commercial facilities and served by collector or arterial streets.

POLICY LU 4.3

Mobile home parks shall be considered multi-family residential Land Uses. High standards of development and maintenance with respect to the provision of recreation and open space, landscaping and exterior appearance of the development shall apply.

Program LU 4.3-A

The City shall develop design and development standards for mobile home parks.

OBJECTIVE LU 5

Encourage special residential Opportunities to meet the needs of the City's residents.

POLICY LU 5.1 (AQ)

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas, and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic and age groups.

POLICY LU 5.2 (AQ)

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

OBJECTIVE LU 6 (AQ)

Adopt design standards that encourage residential areas to have a "neighborhood orientation".

POLICY LU 6.1

New single family residences shall be constructed at a size and scale that is compatible with the size of the lot.

POLICY LU 6.2 (AQ)

New single family developments are encouraged to vary the front setback appearance of houses.

Program LU 6.2-A (AQ)

The City will amend the Zoning Ordinance residential setback requirements to allow main structures to be set closer to the street when the garage is constructed toward the rear of the lot as part of an overall neighborhood design program.

POLICY LU 6.3

Public facilities and other ancillary uses permitted in residential neighborhoods such as, churches or large day care centers, shall be designed to have a minimum negative impact on the neighborhood.

Program LU 6.3-A

Amend the Zoning Ordinance to provide design and development standards for public facilities and other ancillary uses in residential neighborhoods.

OBJECTIVE LU 7 (AQ)

Create an enhanced streetscape environment through the use of landscape standards and pedestrian access along arterials and collector streets.

POLICY LU 7.1 (AQ)

Arterial and Major Collector streets in residential and commercial areas shall be landscaped to promote an inviting tree lined street appearance.

Program LU 7.1-A (AQ)

The City shall adopt Streetscaping standards for Arterial and Major Collector Streets.

Program LU 7.1-B

The City shall investigate the creation of maintenance districts for the long-term maintenance of the streetscape system.

POLICY LU 7.2 (AQ)

Where sound walls are required along arterial, major and minor collector streets, they shall be landscaped according to the Streetscaping standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

Program LU 7.2-A (AQ)

Include in subdivision design standards, guidelines which define design preferences, including sound walls and "day lighted" cul-de-sacs.

OBJECTIVE 8 (AQ)

Minimize conflicts between residential uses and other incompatible land uses.

POLICY LU 8.1 (AQ)

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

Program LU 8.1-A (AQ)

Conservation/Open Space zoning shall be applied to undeveloped areas along railroad corridors, consistent with noise contours, to prevent encroachment of residential or other sensitive uses into that area.

The extent of the buffer area may be reduced by the installation of physical barriers that have been determined by the City to reduce potentially significant adverse environmental conditions such as noise exposure.

Program LU 8.1-B (AQ)

In order to protect industrial development from intrusion and negative impact of non-compatible uses, proponents of residential projects in proximity to heavy industrial uses or Land Use Designations shall be required to provide the City with a full and complete discussion that addresses their impact on the viability of the existing or proposed industrial development. These discussions shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and aesthetics.

The City shall adopt a development plan that will allow the relocation of Peoples Ditch into the OS buffer adjacent to the B.N. & S.F. railroad right of-way between Flint Avenue and Grangeville Blvd.

Program LU 8.1-D (AQ)

At the time of development proposal, the City shall evaluate the desirability of requiring large lot development, in combination with open space amenities adjacent to 13th Avenue, between Hanford-Armona Road and Houston Avenue. This evaluation should be focused on minimizing potential conflict with the Armona Wastewater Plant disposal ponds.

POLICY LU 8.2 (AQ)

New residential development on the fringes of the City shall recognize the right of agriculture to exist and continue to operate in proximity to the development. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Program LU 8.2-A (AQ)

Development proposals within 1/2 mile of the Planning Area Boundary shall be required to address the potential conflict with neighboring agricultural uses, and the City shall determine whether there is sufficient cause to require Deed restrictions to protect the right of agriculture to continue.

Program LU 8.2-B (AQ)

The City shall maintain a "right to farm" Ordinance.

POLICY LU 8.3

Proposed residential, commercial, and industrial uses shall be consistent with the Hanford Municipal Airport Plan.

POLICY LU 8.4 (AQ)

Home occupations may be permitted in residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

Program LU 8.4-A (AQ)

The Zoning Ordinance shall contain development standards for Home Occupations that are sensitive to traffic, noise, odor and other potential conflicts.

***Douty, Irwin,
Redington
Historic Residential
Office Area***

POLICY LU 8.5

The area included in the Historic Residential Office Area are those lots fronting Redington Street, Irwin Street, and Douty Street north of downtown and south of right-of-way of Malone Street (including the extension of Malone Street between Douty and Redington). This Area includes the lots

along the east side of Douty Street between Elm Street and Tenth Street, and the lots along the west side of Redington Street extending from the alley north of Ivy Street south to Dewey Street (excepting there from land designated Downtown Commercial). Historic Office Residential Uses also include those existing "OR" lots north of the Downtown within this area.

POLICY LU 8.6

The Historic Residential Office area contains structures that have a historic character worth preserving in the City of Hanford. Conversion of these structures from residential use to office should not destroy or significantly alter the character of the structures and to the extent feasible preserve or restore the original historic architecture.

Program LU 8.6-A

The City shall prepare an inventory of architectural styles present in the Historic Office Residential area and following public discussions identify structures that should be subject to conversion regulations promoting preservation. To the extent possible, identification of these structures should use the criteria for inclusion of the California Register of Historic Places.

Program LU 8.6-B

The City shall apply the California Historical Building Code for application of standards to the identified structures.

Program LU 8.6-C

The property owner conversion design shall be guided by restoration and preservation techniques acceptable to the City. For example, at a minimum exterior color palettes should be consistent with the era during which the structure was originally constructed; where ornate exterior elements are present they should not be removed and where damaged should be restored consistent with the overall design of the building. Windows that are to be replaced shall be installed in the original window openings (removal of several windows to create one large window is not acceptable). Doors to be replaced should be compatible with the original design of the structure (glass commercial doors are unacceptable). Any additions to the structure should be constructed in the style of the original structure. The application for a Conditional Use Permit shall be reviewed by a case by case basis and where applicable the Planning Commission consider exception to the design standards.

Program LU 8. 6-D

The City shall strictly regulate all business or advertising signs. New or replacement signs shall be consistent with the era that the building was originally constructed. Any applicant for sign permits shall demonstrate and document the consistency of the proposed sign with the era of the building. Signs include any sign that is attached to the structure or placed in or on a window. Monument signs placed in

front or side yards shall be consistent with the size and scale of the main structure on the property. The design of the monument sign shall include elements of the architectural style of the main structure on the property (contemporary plastic signs are not acceptable). Lighting of signs shall be from exterior sources only (internally lighted signs are prohibited) and shall illuminate only the main body of the sign text. Spill over sign lighting is not acceptable.

Program LU 8. 6-E

Parking for customers, clients, and employees should be provided at the rear of the main structure. Rear yard parking on corner lots shall be screened from the view of the traveling public on Redington, Irwin, and Douty Streets. Parking in side yards is permissible when such parking is provided behind the front setback of the main structure. Side yard parking on corner lots may be permitted if adequate screening is provided and obscures visibility from Redington, Irwin, and Douty Streets. Parking in front yards is prohibited unless an existing driveway and garage is present. In no case shall more than the number of existing vehicle space(s) be allowed in the front yard where a driveway or garage is present (vehicles may be parked in an enclosed garage).

Where a City alley is used for access to the rear yard parking, such alley shall be fully improved to City standards and capable of accommodating the projected traffic. The alley shall be improved between public streets on either end of the alley. Alley approaches shall also be provided to City standards at each intersection with a public street. Alley improvements shall not interfere with the delivery of City or Public Utility services.

Program 8.6-F

When possible, preservation of existing front and side yard landscaping is required. If preservation is not possible, planting of large street trees of a similar variety (consistent with the City's tree standards) is required that reasonably replicates (at maturity) the landscaping removed.

Program 8. 6-G

Property maintenance standards of the City shall be strictly enforced in the OR district.

POLICY LU 8.7

The conversion of existing residential uses to office uses or the construction or development of office uses on vacant land within the OR district shall require the issuance of a Conditional Use Permit by the City. The application for such permit shall contain sufficient information to allow the evaluation of the proposed project consistency with the policies and programs of the Historic Office Residential area.

Program LU 8.7-A

Any Conditional Use Permit issued for an office use on a vacant lot or a lot that already contains a structure shall require the design of the new structure be of a residential architectural style compatible with the surrounding neighborhood.

**Objectives Policies
& Programs**

Retail and Commercial Development

OBJECTIVE LU 9

Identify and plan for adequate land within the City for regional shopping locations, which will:

- 1. Encourage regional retail shopping in Hanford;**
- 2. Conveniently serve current and future residential needs;**
- 3. Provide employment opportunities;**
- 4. Contribute to the attractiveness of the community;**
- 5. Be Served by arterial streets; and,**
- 6. Contribute to the City's tax base.**

POLICY LU 9.1 (AQ)

Developers of all commercial uses shall be required to participate in funding transportation improvements that will be necessary to accommodate the level of activity anticipated. Transportation improvements may include construction of major streets, signalization, public transit operational improvements, freeway ramps, bridges, interchanges and other major improvements to the extent such improvements are necessary to serve the regional commercial uses.

Program LU 9.1-A (AQ)

Development conditions should reflect that elements of the City's Capital Improvement Program have been considered and contributions to implement infrastructure projects are among the conditions of approval.

**Planned
Commercial**

POLICY LU 9.2 (AQ)

Sites for planned commercial uses shall be designated on the Land Use Map, and shall be limited to areas of approximately 1/3 mile around Lacey Blvd. and 12th Avenue, and a location near State Highway 43 and Grangeville Blvd.

POLICY LU 9.3

Planned commercial uses shall exclude full service banks, mortgage companies, loan offices, credit unions, "merchant banks" and other similar financial institutions. Planned commercial uses shall also exclude theatres and auto dealerships.

POLICY LU 9.4

New development of existing small parcels in the Planned Commercial Designation must be consistent with a Specific Plan prepared for a larger

complex, or if a plan does not exist it must be developed as if it were an out-pad of a larger complex. The design and development of the small parcel as an out-pad should not reasonably preclude the effective and efficient design of a larger complex. Design of the small parcel should provide for parking that would eventually merge with future larger complex development, block walls or permanent fencing around the site will not be allowed, and that buildings constructed on the parcel are oriented as if they were part of a larger complex located on an out-pad and not require direct street access to 12th Avenue or Lacey Blvd.

POLICY LU 9.5 (AQ)

Planned commercial development proposals near Highway 43 and Grangeville Blvd. should be contained in a Specific Plan which clearly defines the full extent of the project and demonstrates the availability of public services including sewer, timing and financing of improvements, as well as defining a build-out schedule based on market demand in Hanford and the region.

**12th and Lacey
Blvd. Planned
Commercial**

OBJECTIVE LU 10

Create a planned commercial development served by 12th Avenue and Lacey Blvd. that serves the local and regional shopping needs of Hanford and the surrounding area that does not compete with the Hanford Downtown.

POLICY LU 10.1

Sites for planned commercial uses shall be designated on the Land Use Map, and shall be limited to areas of approximately 1/2 mile around the intersection of Lacey Blvd. and 12th Avenue.

POLICY LU 10.2

Planned Commercial uses shall exclude full service banks, mortgage companies, loan offices, credit unions, "merchant banks" and other similar financial institutions. Planned commercial uses shall also exclude theatres and auto/truck and recreational vehicle dealerships. It is the City's intent to preserve the downtown as a viable commercial center.

POLICY LU 10.3

At least fifty-one (51) percent of the gross floor area of the building premises in which the Planned Commercial businesses will operate will be used for the retail sales of new merchandise. The fifty-one (51) percent gross floor area requirement may be reduced if the City determines that more than forty-nine (49) percent of the gross floor area of the business premises is required to perform other tasks directly associated with the retail sale of new merchandise. Included in the 49% are any services to be rendered to customers of the business premises that are incidental to and specifically related to the new merchandise sold upon the business premises.

POLICY LU 10.4

New development of existing small parcels in the Planned Commercial

Designation must be consistent with a Specific Plan of Master Plan prepared for a larger complex, or if a plan does not exist it must be developed as if it were an out-pad of a larger complex. The design and development of the small parcel as an out-pad should not reasonably preclude the effective and efficient design of a larger complex. Design of the small parcel should provide for parking that would eventually merge with future larger complex development, block walls or permanent fencing around the site will not be allowed, and that buildings constructed on the parcel are oriented as if they were part of a larger complex located on an out-pad and not require direct street access to 12th Avenue or Lacey Blvd.

POLICY LU 10.5

A minimum of 10-acre initial site shall be developed with any planned commercial project. A minimum of Five-acre increments will be allowed after the initial 10-acre site is developed. Development of small sites along street frontages will not be allowed without first development of the major tenant of the proposed project. A "major tenant" is defined as a structure of 50,000 square feet or more occupied by a single business. Smaller major tenant structures may be allowed if tenant is a nationally recognized retail sales activity (except for drive through restaurant operations).

Planned Office

OBJECTIVE LU 11

Provide for planned office campus setting for larger office complexes near major transportation linkages that have the potential to expand the City's long-term economic viability.

POLICY LU 11.1

PO development is envisioned as multi-story office structures and parking structures in a campus setting. The intent of the City is to attract larger office tenants. The landscaping treatment surrounding the office structures shall create a unique and distinctive setting. This area is not intended for aggregations of small office buildings, rather a consistent and integrated designed complex with shared parking facilities.

POLICY LU 11.2

Sites designated PO shall be at least 10 acres in size and be the subject of a Master Plan regardless of property ownership boundaries. The minimum lot size within the PO designation is 20,000 square feet.

Program LU 11.2-A

At minimum master plans shall indicate potential pad sites, and orientation of buildings, phasing of development, circulation and access from streets and interconnections between sites, utility connections, landscaping, and parking to be constructed. Master plans shall provide for long-term maintenance of landscaping and parking facilities.

OBJECTIVE 12

Provide for an integrated and pleasing appearance in the planned

commercial and office development within the Plan area.

POLICY LU 12.1

Arterial and Major Collector streets in Plan area shall be landscaped to promote an inviting tree lined street appearance.

Program LU 12.1-A

The City shall adopt Streetscaping standards for Arterial and Major Collector Streets.

Program LU 12.1-B

The City shall investigate the creation of maintenance district for the long-term maintenance of the streetscape system within the Plan area.

POLICY LU 12.2

All private and public development within the PC and PO designation shall prepare a landscape plan in conjunction with the parking lot plan for approval by the City. The plan shall address the frontage of all new commercial or office structures fronting on arterial or collector streets in the Plan area.

Program LU 12.2-A

The landscape plan shall include landscape setbacks from the ultimate right-of-way line on arterial and collector streets. A minimum of a fifteen (15) foot setback will be required between the parking lot and ultimate location of sidewalks. Landscaping plans should include a mixture of trees and shrubs supported by an irrigation system.

10th Avenue

OBJECTIVE LU 13

Create a distinctive yet balanced major street in the City of Hanford that does not appear to be a long strip of diverse businesses and architecture and maintains the opportunity for a diversity of residential and commercial uses.

POLICY LU 13.1

Proposals for commercial uses, whether new construction or conversion of existing structures, shall demonstrate that adequate parking and safe ingress and egress from the parking area can be achieved considering the ultimate right-of-way width of 10th Avenue and the intersecting side streets. Unless adequate parking and access can be provided, new commercial uses shall not be allowed. The City intends to acquire the ultimate right-of-way for 10th Avenue at the earliest possible stage of development approval. Where existing right-of-way is substandard, acquire additional right-of-way to satisfy ultimate street standards when new uses are proposed.

Program LU 13.1-A

Each new proposal shall be reviewed by the City and shall show the

ultimate right-of-way for 10th Avenue. Parking, ingress and egress shall be reviewed in light of the ultimate right-of-way regardless if the City has acquired such right-of-way. Right-of-way dedications may be required as a condition of approval of new development or the conversion of residential to commercial or office uses.

Program LU 13.1-B

To the extent feasible and practical each new proposal for a commercial or office building shall be interconnect parking areas to allow the movement of vehicles between adjacent businesses without entering 10th Avenue.

Program LU 13.1-C

To the extent feasible and practical each new proposal for a multi-family development shall provide for ingress and egress to the project from side streets intersecting with 10th Avenue.

POLICY LU 13.2

The MC district shall extend from 10th Avenue right-of-way the distance of one existing parcel toward the east or west. Multiple lot depths for Mixed Commercial uses will be considered as an exception where the widening of 10th Avenue has created unusable lot depth for commercial purposes. Creating lots of substantial depth for commercial purposes is discouraged.

POLICY LU 13.3

The appropriate Zone Districts for the MC designation north of Ivy Street are RM-2 and NC. The appropriate Zone Districts for the MC designation south of Ivy Street are RM-2, SC, and NC.

POLICY LU 13.4

Proposals for commercial uses that include the development of land or additional parcels that have dual frontage on 10th Avenue or any intersecting side street shall be limited to a total depth of 120 feet from the ultimate right-of-way line of 10th Avenue. Where commercial uses abut residential dwellings solid masonry walls will be required along the property line.

POLICY LU 13.5

Commercial uses are expected to front on to 10th Avenue. On the western side of 10th Avenue depth of the MC district is not to encourage commercial activities on the intersecting streets with 10th Avenue. Rather this depth is to provide opportunities for multi-family residential development where access from side streets is most desirable. Should office uses be proposed where frontage a second is on a side street intersecting 10th Avenue, off-street parking shall be provided along the side street.

POLICY LU 13.6

All new uses shall contribute to the resolution of traffic impacts created by additional traffic demands generated by those uses with the MC designation.

POLICY LU 13.7

All private and public development within the MC designation shall prepare a landscape plan in conjunction with the parking lot plan for the frontage of all new commercial or office structures constructed along 10th Avenue for approval by the City.

Program LU 13.7-A

The landscape plan shall include landscape setbacks from the ultimate right-of-way line on 10th Avenue. A minimum of a ten (10) foot setback will be required between the parking lot and ultimate location of sidewalks on 10th Avenue (In some instances 15 feet may be required). Landscaping plans should include a mixture of trees and shrubs supported by an irrigation system.

POLICY LU 13.8

Commercial uses abutting residential uses shall use the area between the abutting property line and commercial structures for parking or exterior storage of materials or equipment used in the commercial enterprise. In no case shall the area be used for the assembly, fabrication, manufacture, or construction of any product or element of product in such business. Any repair or maintenance of vehicles shall be conducted entirely within a structure. Storage of vehicles, materials and/or products shall be shielded from public view by a wall or fence not to exceed 8' above the ground.

Operation of any equipment in connection with the commercial business shall not exceed 60 dBA at the property line. Any exterior lighting for operation of the business or security purposes shall be shielded so as not to intrude onto the residential land uses. Any odors, smoke, or emissions not typically found in the adjoining residential neighborhood will not be allowed.

Grangeville Blvd.

POLICY LU 13.9

A limited area along Grangeville Blvd. between 10th Avenue and Irwin Street shall be designated as Office Residential.

Allowing the development of "strip" commercial along Grangeville is not desirable from an overall community development perspective. There may be locations along Grangeville where isolated office activities would be acceptable. Those cases are typically associated with locations near existing business uses, and where single lots (or aggregation of lots) are large enough to accommodate the office structure and on-site parking. This process, however, should not lead to the wholesale destruction of houses along Grangeville for the sake of creating available parking for offices.

POLICY LU 13.10

All proposals to convert residential uses to Office uses shall be the subject of a Conditional Use Permit.

POLICY LU 13.11

Traffic safety along Grangeville Blvd. is of primary importance in evaluating

the proposed Office uses. Consideration may be given to typically low traffic volume office uses.

Program LU 13. 11-A

Direct access for customers from Grangeville Blvd. shall be limited. Access to off-street parking shall be developed from alleys behind parcels fronting Grangeville Blvd. or off-street parking provided on adjacent parcels where access from side streets is available. Off-street parking shall be improved to meet City parking standards.

Program LU 13. 11-B

If public alleys are used as access to rear yard parking, those alleys must be improved to accommodate daily traffic as well as continue to support City services. Alley improvements may include repaving and installing appropriate drainage facilities. Because alleys are typically narrow travel ways and may contain City services (water or solid waste collection) and other utilities, two way traffic may not be practical or desirable. Designating alleys that serve as rear yard parking access as "one-way" directional travel may be appropriate.

POLICY LU 13.12

South of Grangeville Blvd., single family neighborhoods continue to provide housing for Hanford residents. The conversion to office uses along Grangeville has the potential to be disruptive to the adjoining neighborhood. When office residential uses are allowed, precautions should be instituted to protect the quality of the adjoining residential neighborhood. Exterior night lighting, landscaping, hours of operation, noise, odors, exterior storage, or activities outside of structures, and other potential disruptive influences occasionally associated with office operations should be evaluated and mitigated to a level consistent with adjoining residential uses through the Conditional Use Permit process.

OBJECTIVE LU 14

Promote the vitality of the Downtown Business District by encouraging it to become a unique shopping district with a variety of retail sales, financial institutions, including full service banks, mortgage companies, and credit unions, restaurants, entertainment, public gathering facilities, offices, artisans, government offices, multi-family residential, and open space uses.

POLICY LU 14.1 (AQ)

The City shall work with the Main Street Hanford Association, Chamber of Commerce, and other interested groups to develop a Specific Plan for the precise planning and implementation of programs to support the continued evolution of the Downtown Business District.

POLICY LU 14.2

Mixed, and higher intensity uses that support the overall intent of the Downtown Business District should be encouraged by the adoption of a flexible zoning district for the area.

Program LU 14.2-A

Amend the Zoning Ordinance to provide for a new Downtown Business District Classification which allows flexibility in the combination of uses including retail sales, restaurants, offices, entertainment, artisans, government offices, multi-family residential, and open space use consistent with an adopted Specific Plan.

Program LU 14.2-B

All new office buildings shall be reviewed for physical compatibility with the surrounding neighborhood taking into consideration bulk, setbacks, parking requirements, landscaping and height of structure.

POLICY LU 14.3

In order to centralize banking, financial, and theatre uses in the downtown area, the City shall discourage the location of new banking and financial uses and theatres in the adjacent Community Commercial (CC) zone without consideration of available space in the downtown area.

Program LU 14.3-A

Banks, other financial institutions, and theatre uses will be considered conditional uses in community commercial designations and shall be a permitted use in the downtown commercial designation.

Program LU 14.3-B

New banking, other financial institutions, and theatre uses outside of the Downtown Business District or Downtown Commercial Center shall only be approved if the following findings are made.'

1. *There is insufficient land area in the Downtown Business District to accommodate the proposed banking, financial, or theatre use.*
2. *There is an 80 percent or greater occupancy rate for buildings in the Downtown Commercial District that are suitable for banking, financial institution operations, and theatre uses.*

POLICY LU 14.4

New banks and other financial institutions are prohibited in the Office Residential (OR) designation.

OBJECTIVE LU 15

Provide for a Business and Professional activity link along West Lacey Blvd, West Sixth Street and West Seventh Street between the Downtown Business District and Planned Commercial Center development at 12th Avenue and Lacey Blvd.

POLICY LU 15.1

A mixture of public and private office development with supporting retail should developed between the Downtown Business District and the Planned Commercial Center to provide a location for private and public offices and services in the central area of Hanford.

POLICY LU 15.2

The Business and Professional activity link should be included in a Project Area Plan to ensure infrastructure is developed consistent with planned uses and existing residential uses are appropriately relocated or converted to appropriate business and professional uses.

POLICY LU 15.3

Office development in the Business/Professional Link shall provide comprehensive street and parking lot landscaping to ensure that the positive and inviting appearance is established for the area.

Program LU 15.3-A

The City shall adopt design standards for the street and parking lot landscaping within the Business/Professional Link. These standards may be associated with other similar standards prepared for the Commercial Core.

POLICY LU 15.4

New banks and financial institutions are prohibited in the Office (O), Office Residential (OR) and Professional Office (PO) designations.

Office/Residential

POLICY LU 15.5

Residential to Office conversions is anticipated in the Business/Professional Link. The Office Residential (OR) designation has been applied to the existing residential area generally west of 11th Avenue, along 6th and 7th Streets, north of the San Joaquin Valley Railroad, and east of Campus Drive.

OBJECTIVE 16

Provide for Planned Office (O) campus setting for larger office complexes near major transportation linkages that have the potential to expand the City's long-term economic viability.

POLICY LU 16.1

PO development is envisioned as multi-story office structures and parking structures in a campus setting. The intent of the City is to attract larger office tenants. The landscaping treatment surrounding the office structures shall create a unique and distinctive setting. This area is not intended for aggregations of small office buildings, rather a consistent and integrated designed complex with shared parking facilities.

POLICY LU 16.2

Sites designated Planned Office (PO) shall be at least 10 acres in size and be the subject of a Master Plan regardless of property ownership boundaries. The minimum lot size within the PO designation is 20,000 square feet.

Program LU 16.2-A

At minimum master plans shall indicate potential pad sites, and orientation of buildings, phasing of development, circulation and access from streets and interconnections between sites, utility

connections, landscaping, and parking to be constructed. Master plans shall provide for long-term maintenance of landscaping and parking facilities.

OBJECTIVE 17

Provide for sufficient area to expand a full range of Service Commercial uses within and near main highway corridors in the City.

POLICY LU –17.1

Service Commercial uses, which may be incompatible with surrounding uses, shall be evaluated to determine if the proposed location is appropriate because of noise, odor, traffic, hours of operation, lighting, and other similar concerns. Conditions of operation or special improvements may be required to ensure land use and environmental compatibility with surrounding uses.

Program LU 17.1-A

The City shall revise the Zoning Ordinance to provide for a Conditional Use Permit process to evaluate a range of potential Service Commercial Uses for appropriateness of location and to avoid conflict with existing and planned land uses which may be affected by such potential Service Commercial Use.

OBJECTIVE 18

Contribute to neighborhood identity by locating Neighborhood Commercial uses on major collector and arterial streets.

POLICY LU 18.1 (AQ)

Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.

POLICY LU 18.2

Neighborhood Centers shall be designed at a neighborhood scale and contribute to the visual value of the area.

Program LU 1& 2-A

Site Plan review of Neighborhood Centers shall consider the following:

- 1. Location of ingress and egress in relation to surrounding uses and adjust those locations to minimize traffic conflicts.*
- 2. Promote a comprehensive street and parking lot landscaping to ensure that the Neighborhood Center substantially contributes to the overall appearance of the area.*
- 3. Ensure that noise and lighting are not disruptive to adjacent uses, in particular delivery vehicles and drive through activities.*
- 4. Design of structures is in scale and architecturally compatible with the existing or planned surrounding uses.*
- 5. Street and parking lot landscaping shall integrate the site with the balance of the neighborhood.*

POLICY LU 18.3 (AQ)

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one mile from each other at the intersections of Major Collector streets or in special circumstances at Arterial and Major Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Major Collector streets within the area.

POLICY LU 18.4

Neighborhood Commercial Designations shall be limited to a parcel or parcels which, individually or in aggregate, total between 3 to 5 acres. Small corner parcels containing only a convenience store shall be discouraged in favor of an integrated commercial development. Convenience stores that have been demonstrated by a project proponent to be an integral part of the overall Neighborhood Commercial development are acceptable when developed concurrently or after the entire site is developed..

Program LU 18.4-A

The City recognizes that Neighborhood Commercial developments will occur over time as economic conditions allow, however incremental development should not limit or preclude the integrated logical design of the full Neighborhood Commercial center. Where proposals are received by the City to develop only a portion of the Neighborhood Commercial Designation, that proposal shall be accompanied by a master plan which relates the proposed project to full build-out of the Neighborhood center and demonstrates how the incremental project fits with the overall circulation and parking, site layout, architectural design, and utility services plan for the center.

Program LU 18.4-B

Expansion of Neighborhood Commercial Designation to adjacent properties may be permitted if the following findings can be made:

- 1. The adjoining parcel is too small to reasonably support its current Land Use Designation;*
- 2. Expansion of the Neighborhood Commercial Designation would not significantly impact other adjoining uses; and,*
- 3. That the expansion will not place significant new demands on traffic or*
- 4. Other existing infrastructure facilities.*

POLICY LU 18.5

Neighborhood Commercial sites shall only be located on one quadrant of a Major Collector intersection. A General Plan Amendment to relocate the Land Use Designation shall be accompanied by a full financial and market plan that will convince the City that the approval of the General Plan Amendment will actually result in a viable project within a reasonable time frame. The project proponent must demonstrate that the necessary financial

resources are available, and that a market feasibility study and interested tenants will support the project.

OBJECTIVE LU 19

Ensure that all commercial uses contribute to the resolution of traffic, public transit, and parking impacts created by additional traffic demands generated by those businesses.

POLICY LU 19.1 (AQ)

Development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or can be made available through mitigation measures to serve the proposed project.

Program LU 19.1-A (AQ)

Occupancy Permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.

Planned Highway Development

OBJECTIVE LU 20

To provide a location for traveler oriented commercial uses near the intersection of major state highways that have adequate access and visibility and is located on land that is not designated as Agricultural land.

POLICY LU 20.1

Planned Highway Developments shall be the subject of a master plan adopted by the City for a minimum of 10 acre integrated projects. The master plan shall provide for a unified architectural theme consistent with the history and quality of Hanford.

Program LU 20.1-A

The commercial uses within the PHD designation shall be oriented to highway traveler services such as; fueling stations, restaurants, motels, car and truck washes, mini-markets, and similar uses. Uses not permitted are shopping centers, new or used automobile or truck sales, retail sales of furniture, housewares or appliances, clothing, hardware, or building supplies, offices, financial institutions, or other commercial uses typically found in the downtown or commercial areas of the City.

Program LU 20.1-B

The master plan shall provide for adequate and safe access from state highways and minimize congestion entering and exiting the project. Adequate parking shall be provided for autos, trucks, and recreation vehicles. Parking shall be screened from the state highways and the appearance of the project shall present a well maintained and uniform appearance to the travelling public. Internal circulation shall be well designed to accommodate a range of

vehicles that may use the project including automobiles, trucks, truck and trailer, and recreation vehicles.

Program LU 20. 1-C

The master plan shall include an infrastructure master plan that addresses the provision of water, sewer, drainage, road and street access and improvements, traffic control, and other public utilities. The infrastructure master plan may provide for interim on-site water and sewer service. However, the plan shall provide for the connection of interim facilities to a public system when available. The provision of water systems shall include sufficient supply for fire suppression.

POLICY LU 20.2

All uses within the PHD shall first be required to obtain a Conditional Use Permit to ensure that such uses are consistent with the adopted master plan and provide for adequate parking, landscaping, and infrastructure development.

***Objectives Policies
& Programs***

Industry and Industrial Business Park

OBJECTIVE LU 21

Minimize conflicts between industry and other land uses by concentrating industrial activity within the Kings Industrial Park.

POLICY LU 21.1 (AQ)

Performance and Development Standards for the Kings Industrial Park shall be continually updated and maintained to encourage and guide consistent development in the Industrial Area.

Program LU 21.1-A (AQ)

The City will maintain comprehensive project review and approval processes on permitted and conditional uses. Such review and approval shall include documented descriptions of structures and processes to assure compliance with the performance and development standards, environmental assessments and integration of mitigation measures into the project requirements.

POLICY LU 21.2

Retail Uses shall only be permitted in industrial areas as a secondary use to a permitted use, such as manufacturing. A retail and service use that meet the needs of employees in the area may also be permitted.

OBJECTIVE LU 22

Preserve the existing and increase the supply of industrial land within the City's Industrial Park.

POLICY LU 22.1

Conversion of industrial land to non-industrial uses should be restricted only to uses that support the efficiency and attractiveness of surrounding

industrial land.

POLICY LU 22.2

The City should seek to maintain a generous supply of industrial land that is attractive and desirable to potential industrial developers through the annexation of industrial land prior to receiving development applications.

OBJECTIVE LU 23

Maintain, enhance, and promote the positive factors in the City's Industrial area.

POLICY LU 23.1

The City shall continue to develop and experiment with marketing approaches, including the use of the Enterprise Zone Designation and Targeted Industry and Business Study, to attract and keep industry in the City.

POLICY LU 23.2 (AQ)

Appropriate truck routes shall be designated serving the industrial area, which promote direct access and are functionally adequate.

POLICY LU 23.3

The City encourages light industrial development at the Hanford Airport, particularly where such businesses can benefit by access to airport activities. Light industrial development at the Hanford Airport can include associated office development, warehousing, and research and development uses.

POLICY LU 23.4

Retail uses may be permitted as a supplemental use to a permitted use or a use directly associated with the airport.

***Objectives Policies
& Programs***

Growth Management/Planning Area Boundary

OBJECTIVE LU 24

Resist the premature conversion of agricultural lands to urban uses.

POLICY LU 24.1

The City supports Kings County General Plan objectives and policies which direct new industrial and commercial development to cities and require new residential development to be contiguous to urban development and to annex to the City, and to maintain limited agriculture land use designations within the City's General Plan Planning Area boundary.

POLICY LU 24.2

The City supports Kings County General Plan objectives and policies which protect agricultural lands by maintaining large parcel sizes and preventing the development of incompatible urban uses, specifically maintaining large parcels adjacent to urban areas prior to conversion to urban uses, prevent the division of parcels less than 10 acres in size within the City's General Plan Planning Area, file notices of Non-Renewal on Williamson Act contracted

land within the City's General Plan Planning Area which has been identified as future development land for the upcoming ten year period.

Program LU 24.2-A

On an annual basis the City will initiate discussions with the County to identify lands which are currently in agricultural contracts that are future development land for the upcoming ten year period and assist the County in initiating proceedings to file for Non-Renewal through preferred methods identified in the County General Plan.

POLICY LU 24.3

The City prefers contiguous urban development within the General Plan Area Boundary, however this may not always be feasible or possible given short-term ownership and development financial constraints. Leapfrog development greater than 1/2 mile from existing urban uses shall be discouraged.

***Planning Area
Boundary***

OBJECTIVE LU 25

Adopt a Planning Area Boundary that allows the scope and intensity of development to be planned before it occurs.

POLICY LU 25.1 (AQ)

Urban level development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the Planning Area Boundary established by the General Plan.

Program LU 25.1-A (AQ)

The City shall continue to pursue the annexation of unincorporated County islands through outreach programs with the property owners, Kings County, and the Local Agency Formation Commission.

POLICY LU 25.2

All new development shall be restricted to the interior boundaries of the Planning Area Boundary. Where the Planning Area Boundary is a street or road right-of-way (existing or future), no development will be allowed to cross that street or road to the opposite side of the Planning Area Boundary.

POLICY LU 25.3(AQ)

Infrastructure master plans shall limit system design near the Planning Area Boundary to provide only enough capacity for very low density development or compatible Public Facilities.

Program LU 25.3-A (AQ)

Sewer and water infrastructure shall be limited in capacity to serve only very low density development in the areas approaching Flint Avenue and 13th Avenue.

Program LU 25.3-B (AQ)

Water and sewer systems shall not be oversized or stubbed out to extend east of Highway 43 except where a PHD designation has been approved by the City. The sizing of those extensions shall only provide for adequate services for the PHD project.

POLICY LU 25.4 (AQ)

Master Plans or Specific Plans prepared by property owners shall be encouraged for new development in Planning Areas B, E and F in Figure LU-4.

POLICY LU 25.5

A land use Designation of Very Low Density shall be applied to a strip of land (depth from right-of-way) on the east side of 13th Avenue measuring approximately 1/8 mile in width, between the Southern Pacific right-of-way and Fargo Avenue as a community buffer between the City of Hanford and the unincorporated community of Armona. This buffer will continue south from the Southern Pacific right-of-way along the easterly side of the Last Chance Ditch to a point where the extension of Hood Avenue intersects the Last Chance Ditch, and then runs west on the Hood Avenue alignment extension to 13th Avenue, and then along the easterly right-of-way line of 13th Avenue the length of the City's Planning Area boundary.

POLICY LU 25.6

A land use Designation of Very Low Density shall be applied to a 1/8 mile strip of land (depth from right-of-way) on the southern side of Flint Avenue between 12th Avenue and Highway 43, and on the northern side of Houston Avenue between 12th Avenue and 13th Avenue as a community buffer between agricultural uses and the urban area of the City.

POLICY LU 25.7

Public facility uses such as recreation areas, schools, public utilities are allowed in the Very Low Density buffer areas.

POLICY LU 25.8

The purpose of the buffer along the edge of the Planning Area is to limit growth and development within the Planning Area boundary. Non agricultural uses opposite the roadways constituting the Planning Area boundary are not acceptable to the City despite the intensity of a use allowed within the boundary.

***Objectives
Policies
&Programs***

City/County/Regional Relationships

OBJECTIVE LU 26

Support Kings County General Plan goals, objectives, and policies that promote Kings County Local Agency Formation Commission adoption of the Hanford Sphere of Influence and General Plan Land Use Plan for areas outside the City Limits.

POLICY LU 26.1 (AQ)

Support Kings County planning activities that direct commercial, industrial and residential and urban growth outside of the Hanford Planning Area Boundary to established unincorporated communities.

OBJECTIVE LU 27

Maintain and enhance a cooperative relationship with Kings County, and the cities of Lemoore, Corcoran, Avenal, school districts, water and irrigation districts through active participation in regional planning activities.

POLICY LU 27.1 (AQ)

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues effecting multiple agencies.

**Objectives
Policies
& Programs**

Jobs/Housing Relationship

OBJECTIVE LU 28(AQ)

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.

POLICY LU 28.1 (AQ)

Planning for new development on the east side of the City shall include provisions for job related uses including offices, business parks, retail tail commercial uses, and service related uses.

Program LU 28.1-A

The Specific Plan required for major residential and commercial development on the east side of the City shall include an analysis of long term job generating potential accruing to development, and provide a fiscal analysis to demonstrate the impacts of development on the City and its ability to provide services.

POLICY LU 28.2 (AQ)

Land Use Designations for commercial, office, service commercial, and industrial should be held for such uses to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratio.

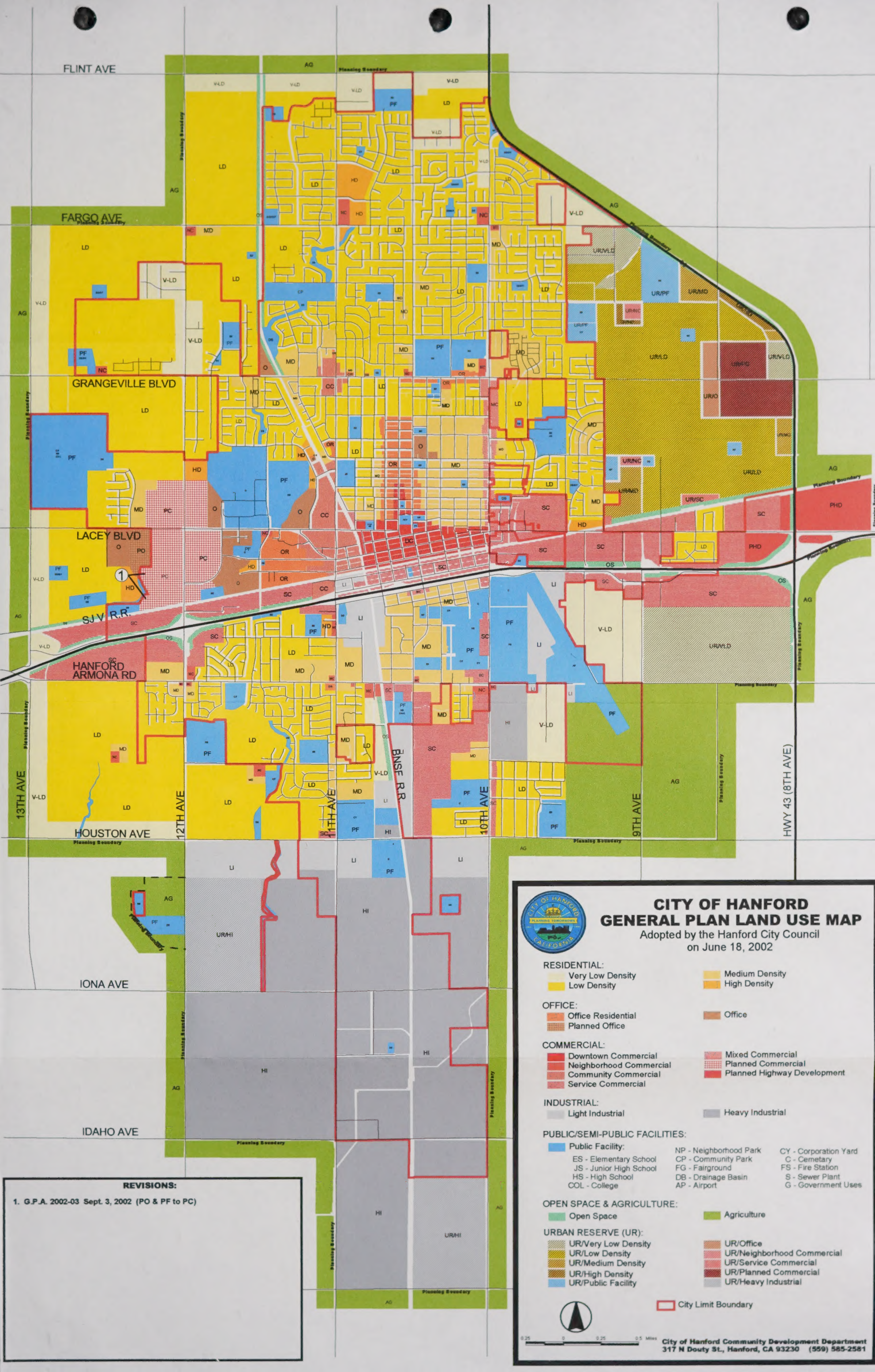
POLICY LU 28.3 (AQ)

New Industrial development proposals occupying sites greater than 40 acres shall include an analysis of short- and long-term job generating potential for current and future residents of the City of Hanford.

Program LU 28.3-A

Analysis of job generating potential should be included in environmental assessments prepared for the proposed project.

(End of Land Use Element)



FLINT AVE

FARGO AVE

GRANGEVILLE BLVD

LACEY BLVD

HANFORD ARMONA RD

HOUSTON AVE

IONA AVE

IDAHO AVE

13TH AVE

12TH AVE

11TH AVE

10TH AVE

9TH AVE

HWY 43 (8TH AVE)

REVISIONS:

1. G.P.A. 2002-03 Sept 3, 2002 (PO & PF to PC)



CITY OF HANFORD
GENERAL PLAN LAND USE MAP

Adopted by the Hanford City Council
on June 18, 2002

RESIDENTIAL:

Very Low Density
Low Density

Medium Density
High Density

OFFICE:

Office Residential
Planned Office

Office

COMMERCIAL:

Downtown Commercial
Neighborhood Commercial
Community Commercial
Service Commercial

Mixed Commercial
Planned Commercial
Planned Highway Development

INDUSTRIAL:

Light Industrial

Heavy Industrial

PUBLIC/SEMI-PUBLIC FACILITIES:

Public Facility:
ES - Elementary School
JS - Junior High School
HS - High School
COL - College

NP - Neighborhood Park
CP - Community Park
FG - Fairground
DB - Drainage Basin
AP - Airport

CY - Corporation Yard
C - Cemetery
FS - Fire Station
S - Sewer Plant
G - Government Uses

OPEN SPACE & AGRICULTURE:

Open Space

Agriculture

URBAN RESERVE (UR):

UR/Very Low Density
UR/Low Density
UR/Medium Density
UR/High Density
UR/Public Facility

UR/Office
UR/Neighborhood Commercial
UR/Service Commercial
UR/Planned Commercial
UR/Heavy Industrial

City Limit Boundary



0.25 0 0.25 0.5 Miles

City of Hanford Community Development Department
317 N Dooty St., Hanford, CA 93230 (559) 585-2581

CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element is a required element of the general plan and is closely linked to all of the other general plan elements. The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the goals, policies and objectives of both the Land Use Element and Circulation Element must be complementary. Circulation not only covers the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, air, truck and rail. For the circulation system to be successful, all of these methods of transportation must be integrated with land uses. Such a system is considered "multi-modal" in that many different modes of transportation can be used to achieve a destination.

ROADWAY CLASSIFICATIONS

All street and highway facilities serve two basic functions; mobility and land access. *Mobility* refers to the provision of vehicle movement, and *Access* refers to parking, storage or driveway access at the origin or destination of a person's trip.

Table CI-1

Functional Classification

Facility Type	Emphasis
Freeway	Mobility with no direct land access and access limited to interchanges.
Expressway	Mobility with more frequent access to arterials but no direct land access.
Arterial	Mobility with access to collectors, some local streets and major traffic generators.
Collectors	Connects local streets with arterials, also provides access to adjacent land uses; balances mobility and access.
Local	Access to adjacent land uses only; no mobility function.

Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complementary. Unlimited access often degrades mobility. Mobility without access is acceptable for long trips - such as across town, but of little help for trips to the local store.

For this reason, roadways in Hanford have been placed in classifications as shown in Table CI-1. As shown in Tables CI-2 and CI-3 there are both existing, and proposed roadways shown for different classifications. Figure CI-1, located in pocket at rear of document, depicts circulation classifications for the General Plan Area.

State Freeways and Highways

There are two state facilities serving the Hanford Planning Area, State Highway 198 and State Highway 43. The segment of State Highway 198, which passes through the Planning Area, is considered a freeway. State Highway 43 is a two-lane facility and functions as an arterial and major transportation route between Hanford and Fresno to the north and Corcoran to the south.

Arterial Streets

All or portions of the streets shown in Table CI-2 are designated as arterial streets. Development criteria outlined in the Goals, Objectives, Policies & Programs section of the Element include right-of-way, suggested number of travel lanes, spacing and intersection control. Arterial streets are located approximately every mile with collector streets located between the arterials at approximately half-mile intervals.

Table CI-2

Major/Minor Arterial Streets

North/South	
13 th Avenue (Houston to Fargo)	10 th Avenue (Jackson to Highway 43)
12 th Avenue (Idaho to Flint)	Future 9 th Avenue (Houston to Fargo)
11 th Avenue (Jackson to Flint)	State Highway 43 (Expressway)
East/West	
Jackson Avenue (11 th Avenue to 10 th Ave.)	4 th Street (1 way, 11 th to 10 th Ave.)
Idaho Avenue (12 th to 10 th Ave.)	6 th Street (11 th to 10 th Ave.)
Iona Avenue (12 th to 10 th Ave.)	7 th Street (Mall Dr. to 10 th Ave.)
Houston Avenue (13 th to SR43)	Lacey Blvd. (10 th Ave. to SR 43)
Hanford-Armona Rd (13 th to 10 th , 9 th to SR43)	Lacey Blvd. (13 th Ave. to Irwin Street)
3 rd Street (1 way, 11 th to 10 th Ave.)	Grangeville Blvd. (13 th Ave. to SR 43)
State Highway 198 (Freeway)	Fargo Ave. (13 th Ave. to SR 43)
	Flint Avenue (12 th Ave. to SR 43)

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials. Exceptions to this spacing include Third, Fourth, Sixth and Seventh Streets, which are in the downtown area and provide for both mobility (to and through downtown), as well as access. These streets do not meet the right-of-way requirements or improvement standards for arterial streets, however they function as arterial streets.

The General Plan Policies make a distinction between Major and Minor Arterial streets. Where right-of-way restrictions are present along existing streets a Minor Arterial designation may be appropriate including less than 110' fully developed street section. A Minor Arterial may also be appropriate in the Industrial Area of the City where average daily trips is low and does not require four lanes, but truck traffic and movements do require a wide street section.

Collector Streets

The streets shown in Table CI-3 are designated as Collector streets, with their own set of development criteria. Similar to some Arterials Collector streets have evolved from heavy use as opposed to formal development standards. Because of this, some streets may be designated Collectors, but not have all of the improvements required for new Collectors such as right-of-way width, travel way paving, and limited access. These streets present problems in contrast between definition and are addressed in the Goals, Objectives, Policies & Programs section of the Element.

Table CI-3

Major and Minor Collector Streets

North/South	
Campus/University (6 th St. to Grangeville Blvd.) Greenfield (Lacey to 13 th Ave.) – Future Rodgers (11 th Ave. to Mulberry) ¹ Redington (4 th St. to Grangeville) ¹ Irwin (4 th St. to Grangeville) ¹ Harris (6 th St. to Grangeville) ¹ Fitzgerald Ln. to Grangeville ½ mile north of Fargo	Douty Street (Hanford-Armona Rd. to Flint) Kensington (Grangeville to Fargo) ¹ 91/4 Avenue (Lacey to Grangeville) Future Streets in North Future Streets in South Centennial Drive (Lacey to Grangeville – future)
East/West	
Hume (13 th to 11 th Ave. future) Third (from 10 th to 9 th Ave.) ¹ Garner (Lacey to 11 th Ave.) Ivy (10 th to 11 th Ave.) ¹ Florinda (11 th to 9 th Ave. future) ¹ East Malone (Douty to 10 th Ave.) McCreary (11 th Ave. to Douty)	Terrace (Douty to 10 th Ave.) ¹ Leland (Douty to 9 th Ave. future) ¹ Cortner (11 th Ave. To Kensington) ¹ Mall Drive (ring-road) Future Streets in West Future Streets in East

Note: ¹ Not developed as collector, but functions as collector.

The General Plan policies make a distinction between Major and Minor Collector streets. The new development Minor Collectors will be planned to connect to Major Collectors and occasionally to Arterial streets at limited points. In existing developed areas, although some streets lack sufficient right-of-way and adjoining uses are substantially developed, streets function as Major Collectors. These streets may be developed to standards similar to Minor Collectors because of right-of-way and existing development.

Collector streets are spaced on a one-mile grid, offset 1/2 mile from the Arterial streets. Ideally, Collector streets would fall mid-way between two Arterial streets, and provide alternative routes to the arterials during periods of high demand.

Local Streets and Roads

The remainder of the streets are classified as local, and are the most predominant way of travel for most of the City. Local streets connect single family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

LEVELS OF SERVICE

It is too expensive to build every road to handle all types of traffic at all times. Instead, the system of arterial, collector and local streets is designed to move traffic onto the most efficient routes for a given destination. Even these facilities are too expensive to design for the worst-case scenario, and are usually designed to meet "normal" traffic volumes for a given day. These classifications are termed *Levels of Service* [LOS] and are based on the amount of traffic a given section of road can handle taking into account speed, width of roadway, number of lanes, etc. As shown in Table CL-4, the LOS ranges from A to F and is based primarily on the driver's perception of roadway conditions.

The City of Hanford has adopted an overall LOS standard of C with peak hour LOS standard of D acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas is extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

Several arterial and collector segments cannot feasibly be widened to meet right-of-way standards for their functional classification. For example, it would probably be cost prohibitive to acquire right-of-way along portions of Grangeville Blvd. between Douty and 11th Avenue to make arterial level improvements. In addition, trees would be cut down, and many older houses would lose front yards increasing noise and traffic conflicts. As a result, some improvements to the level-of-service through limited construction of additional lanes and intersection widening is more practical. This allows for flexibility in addressing the problem of increasing the roadway capacity, while preserving as much of the character of older neighborhoods as possible.

Existing Levels of Service

The majority of the streets in the community are currently operating at high levels of service. Only two segments are operating below level of service "C".

Table CI-4

Level of Service Description

			Street Segments	Intersections	
	Conditions	Description	Volume to Capacity Ratio	Unsignalized Delay (seconds)	Signalized Delay (seconds)
A	Free Flow	<i>Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent</i>	0.00-0.59	≤ 10.0	≤ 10.0
B	Stable Operation	<i>Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly</i>	0.60-0.69	10.1-20.0	10.1-15.0
C	Stable Operation	<i>Users are affected by other traffic, freedom of speed and maneuvers are greatly affected. Traffic signals operate at maximum efficiency.</i>	0.70-0.79	20.1-35.0	15.1-25.0
D	Approaching Unstable	<i>Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.</i>	0.80-0.89	35.1-55.0	25.1-35.0
E	Unstable Operations	<i>Traffic volumes at or near capacity, users wait several signals to pass through intersection.</i>	0.90-0.99	55.1-80.0	35.1-50.0
F	Forced Flow	<i>Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.</i>	1.00 plus	80.0	> 50.0

Source: 1997 Highway Capacity Manual, Special Report 209, Transportation Research Board.

Lacey Blvd.

Lacey Blvd. Between 11th Avenue and 12th Avenue carries a range of traffic volumes. The highest volumes are near 11th Avenue and that segment operates at LOS “D”. Nearer 12th Avenue the LOS is at the lower range of “A”.

Fargo Avenue

The portion of Fargo Avenue between 10th and 11th Avenues carries about 7,500 ADT, which results in LOS D.

10th Avenue

Level of service on 10th Avenue is currently "E" between Grangeville and Lacey Boulevard, but an approved street-widening project is planned to improve the portion of this street to an acceptable level of service within the next three years.

CONNECTIVITY

Generally, Hanford has developed its existing street system with excellent connectivity. All arterials are continuous within the community and the expansion of these facilities to provide for future development can be accommodated.

Hanford has three transportation facilities that will influence the future connectivity of the collector street system. The railroads, San Joaquin Valley Railroad and Burlington Northern and Santa Fe, bisect the community. While the arterial system has developed around these rail lines without breaks in connectivity, the railroads' policy of limiting the number of at-grade crossings will greatly effect the location and layout of collector streets. The Burlington Northern and Santa Fe rail line will affect the collectors in northwest Hanford and in the Hanford Industrial Park. The San Joaquin Valley Railroad will influence the development of collectors west of 11th Avenue and east of 10th Avenue. Of particular importance to the City are the future rail crossings at 9th Avenue, Campus Drive, and a crossing approximately at 12 ½ Avenue. Future improvements to the San Joaquin Railroad trackage must take into consideration these desired crossings. In addition to the rail lines, Highway 198 will influence future north/south collectors. Like the San Joaquin Valley Railroad facility, the freeway will influence collector development west of 11th Avenue and east of 10th Avenue.

TRANSIT

The City of Hanford and the surrounding areas are served by a number of public, private, and social service transportation organizations. The following provides a description of some of these transit services.

Public Transit

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal. Ridership between Hanford and Lemoore is about 17,000 per month.

KART operates three services in Hanford, KART dial-a-ride, a scheduled

fixed route bus service in the central Hanford area, and regular service to Lemoore, Avenal, Corcoran, and Visalia. Special trips are provided to Fresno for medical services (once per week) The KART dial-a-ride operates from 7:00 a.m. to 11:00 p.m. Monday through Friday and on Saturday, from 9:00 a.m. to 4:00 p.m. Ridership for KART dial-a-ride in Hanford for calendar year 2000 totaled over 65,000 trips per month (annual ridership is 836,000).

KART began a scheduled fixed route bus service for Hanford in July of 1991. The scheduled bus service operated Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. Ridership is estimated at 47,000 (45,000 fixed and 2,000 dial-a-ride) per month with 5 route buses

KART also operates four fixed routes to Laton, Lemoore, Visalia, Avenal, and Corcoran. This service also provides service to Lemoore Naval Air Station. The planned Westhills College in Lemoore (new campus west of Highway 41) will be served by the system. Educational institutions in Visalia including COS campus, Galen College, San Joaquin Business College, and Chapman College are served by the system.

***Private
Transportation***

Private transit services are currently provided in Hanford by three taxicab companies (Hanford Taxi, Marathon Cab, and Central Valley Cab). Orange Belt Stages provides east/west bus service.

Orange Belt Stages offers daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and one per day to Fresno. The service to Paso Robles provides a link through Greyhound connections to the coastal communities. Service to Fresno also provides connecting service through Greyhound to northern and southern destinations.

***Social Service
Transit***

There are a number of social service transit providers in the Hanford area. The largest is the Kings Rehabilitation Center, which provides a wide range of personal and educational services to the to its clients in the disabled community. Over 3,000 rides per month are provided by this agency in Kings County.

Other social service transit providers include; Kings View Mental Health Services, Kings County YMCA, the Kings County Community Action Organization and others.

Rail

Both the Burlington Northern and Santa Fe and San Joaquin Valley Railroads (SJVR) serve Hanford. These rail lines cross in Hanford near the central business district. Rail lines have historically been an important part of Hanford's economic and transportation development.

Burlington Northern and Santa Fe and SJVR provide freight service to the

Hanford Area. The Burlington Northern and Santa Fe railroad is planning to complete a second parallel track through Hanford generally within its existing right-of-way. Minor acquisitions of right-of-way may be required ranging between 5 and 20 feet. Constructing the additional track is necessary to improve operations through Hanford by improving the ability of trains to pass one another. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The Burlington Northern and Santa Fe railroad currently operates between 40 and 50 trains per day on the system.

SJVR has a limited schedule of one train per day and is planning improvements to its trackage between Goshen and the City of Huron. Existing trackage is in relatively poor condition and upgrades are necessary to meet projected demands for east/west transportation. Development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to 3 round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.

Hanford is also served by AMTRAK passenger rail service on the Burlington Northern and Santa Fe facility. Currently, several northbound and southbound trains operate through the community each day. Northbound service connects Hanford with the Bay Area and Sacramento, while southbound service connects with Bakersfield and southern California. AMTRAK Feeder Bus Service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville, Lindsay and Visalia with the AMTRAK trains.

Bicycle and Pedestrian Issues

Hanford has adopted a comprehensive bicycle plan as part of the County Regional Transportation Plan. On-street bike lanes often create significant vehicular/bicycle conflicts. The cost of retrofitting the existing urban area for bicycle lanes can be cost prohibitive, especially along older streets that will see increased motor vehicle traffic. The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities.

Several areas in Hanford lack adequate pedestrian facilities. New construction requires curb and gutter improvements along with the installation of sidewalks and curb cuts in many areas.

GOAL The goal of the Circulation Element is to:

- ☐ **Plan for, Create, and Maintain an Efficient, Cost Effective, Safe, and Coordinated Multi-modal Circulation System, Serving the Needs of a Variety of Users.**

*Objectives Policies
Programs*

OBJECTIVE CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

POLICY CI 1.1

Develop a network of roads that is compatible with the general land use patterns of the City.

POLICY CI 1.2 (AQ)

Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Roadway dedications and development design shall implement the Circulation Map. Location of Major Collector alignments in newly developing areas shall be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions.

Program CI 1.2-A (AQ)

The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program CI 1.2-B (AQ)

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

POLICY CI 1.3 (AQ)

Coordinate planning and development of the circulation system with development approvals throughout the City.

Program CI 1.3-A

The City's functional street classification system shall include Freeways, Expressways, Major and Minor Arterial Streets, Major and Minor Collector streets, and Local Streets.

Program CI 1.3-B

Classification of Existing and Future Streets (see Tables CI-2 and CI-3 for classification listing)

Program CI 1.3-C

The City shall prepare and adopt Standard Plans and Specifications for all streets and roads.

POLICY CI 1.4

Acquire the ultimate right-of-way for streets during early stages of development.

Program CI 1.4-A

Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs. The City will work with Kings County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.

POLICY CI 1.5

On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical for Major and Minor Arterial, and Major and Minor Collector streets. Funding mechanisms may include traffic impact fees collected from all new development.

Program CI 1.5-A

The City will include the acquisition of right-of-way, and the construction or reconstruction of streets in its Capital Improvement Program. The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and constructing a travelway which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

POLICY CI 1.6

New development shall be required to mitigate traffic impacts associated with the project on the Freeways, Expressways, Major and Minor Arterial Streets, Major and Minor Collector Streets, and Local streets, including signalization, bridges, interchanges, public transit facilities, and other traffic facilities.

Program CI 1.6-A

Traffic studies of affected Freeways, Major and Minor Arterial, Major and Minor Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for a significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed level-of-service of surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project.

Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts should be used to identify deficient roadways and update street improvement plans and priorities.

POLICY CI 1.7

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

POLICY CI 1.8

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets.

Program CI 1.8-A

The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

POLICY CI 1.9

To help ensure that adequate and safe travelways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.

OBJECTIVE CI 2

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless the City's design considerations or other public health, safety, or welfare factors determine otherwise.

POLICY CI 2.1 (AQ)

Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

POLICY CI 2.2

Street improvements shall be prioritized with emphasis on current and forecasted service levels. Roadways experiencing or forecasted to experience conditions less than Level-of-Service "D" shall require improvements, unless the City's design considerations or other public health, safety or welfare factors determine otherwise.

POLICY CI 2.3

Reduce traffic congestion at key intersections throughout the City.

Program CI 2.3-A

Improve intersections operating at less than peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless the City's design considerations or other public health, safety, or welfare factors determine otherwise.

OBJECTIVE CI 3 (AQ)

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

POLICY CI 3.1

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

POLICY CI 3.2 (AQ)

Cooperate with local and regional jurisdictions in the development of State-mandated regional plans, including the San Joaquin Valley Air Quality Attainment Plan, 1991 Air Quality Attainment Plan for ozone, and the Serious Area Pm₁₀ Attainment Plan.

POLICY CI 3.3 (AQ)

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.

Program CI 3.3-A

The City shall develop a mechanism (traffic impact fees) to assist in the preparation of a Project Study Report and for its share of the cost of widening the ramps at 12th Avenue and SR 198 interchange. All new development having an impact on the interchange and ramps shall participate in the funding of the improvements.

POLICY CI 3.4 (AQ)

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Hanford to facilitate the movement of traffic flowing into and out of the City.

POLICY CI 3.5 (AQ)

Maintain coordination of local transportation plans with the Kings County Congestion Management Program, to ensure eligibility for state and federal funding.

POLICY CI 3.6 (AQ)

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

POLICY CI 3.7 (AQ)

Continue to support Kings County Association of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

OBJECTIVE CI 4

Provide programs to finance street, intersection, and highway improvements.

POLICY CI 4.1

The City shall annually review and update the traffic impact fee to ensure funding for street, intersection, and highway improvements.

OBJECTIVE CI 5

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

POLICY CI 5.1 (AQ)

Provide off-street parking to employees; however preferential parking at several strategic locations in westside and eastside growth centers shall be made available to vanpools, carpools and other transit users.

Program CI 5.1-A (AQ)

Sites for park-and-ride lots should generally be located near highly traveled commute routes such as the intersections of 12th Avenue and Highway 198, 10th Avenue and Highway 43, future major commercial areas at Grangeville Blvd. and Highway 43, Lacey Blvd. and Highway 43, and 13th Avenue and Highway 198.

Program CI 5.1-B (AQ)

Sites for park-and-ride lots should be encouraged to be incorporated in planned commercial parking areas.

Program CI 5.1-C

The City should investigate the feasibility of locating secure truck parking facilities at strategic locations in the City where resident's truck and tractor rigs can be parked over night as a means of keeping City streets clear of these vehicles when the residents are at home.

The City will review its Zoning Ordinance and development regulations to reduce obstacles to truck parking in appropriate areas of Service Commercial and planned highway development land use designations. The City shall identify locations where truck parking is acceptable and provide public information as to those locations.

POLICY CI 5.2 (AQ)

Encourage shared parking facilities for both private businesses and public agencies.

Program CI 5.2-A

Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access.

POLICY CI 5.3

Reserve on-street parking in commercial areas for short-term users.

Program CI 5.3-A

Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial area, and to ensure that Arterial streets do not separate parking facilities from the parking demand generator, unless the standard is in conflict with Improvement Area Plans, or the appropriate pedestrian separation is provided.

OBJECTIVE CI 6

Develop Transportation Systems Management (TSM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

POLICY CI 6.1 (AQ)

Encourage the use of carpooling, vanpooling and flexible employment hours to maintain an acceptable level of service on City streets and highway/intrastate facilities.

POLICY CI 6.2 (AQ)

Consistent with rule 9001, Commute Based Trip Reduction of the SJVAPCD, require that all public and private employers comply with the rule in planning for some form of collective transportation to commute to and from work.

Program CI 6.2-A (AQ)

Adopt a Trip Reduction Ordinance (TRO) in accordance with District Air Quality and Congestion Management requirements.

POLICY CI 6.3 (AQ)

Implement TSM programs in conjunction with new development in the industrial park, and growth centers on the westside and eastside of the City.

Program CI 6.3-A (AQ)

New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride

sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

Program CI 6.3-B (AQ)

Prepare an action plan to improve the efficiency of traffic signals throughout the City and include the cost of the program in the traffic impact fees.

OBJECTIVE CI 7 (AQ)

Develop a public transit system addressing both local and regional travel demand.

POLICY CI 7.1 (AQ)

The local and regional transportation system should provide for a smooth transition between local and regional improvements.

Program CI 7.1-A (AQ)

Include the Kings County Area Public Transit Agency in review of all development projects and consider environmental mitigation measures that will maintain and extend their current level of service to new development.

POLICY CI 7.2 (AQ)

Planning and development of Arterial and Major Collector Streets shall include design features, which can be used as public transit stops.

Program CI 7.2-A (AQ)

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

Program CI 7.2-B (AQ)

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs that can be jointly used for public transit pick-up locations along Arterial and Collector streets.

Program CI 7.2-C (AQ)

Where right-of-way allows, arterial and Major Collector streets shall be designed to allow transit vehicles to pull out of traffic by using either a continuous parking lane with bus stops, or with special bus pull-out lanes.

POLICY CI 7.3

Varying modes of transportation should be coordinated between both public and private carriers.

POLICY CI 7.4

Coordination of other social service transit providers including schools, mental health services, and others should be recognized in the planning of circulation system.

OBJECTIVE CI 8

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian access, including disabled persons accessibility to public transit for commuting, recreation or other purposes.

POLICY CI 8.1 (AQ)

Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

POLICY CI 8.2 (AQ)

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Major collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design for all persons.

Program CI 8.2-A (AQ)

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Program CI 8.2-B

Use "day lighted" cul-de-sacs to increase pedestrian access to Arterial and Collector streets from existing streets.

POLICY CI 8.3 (AQ)

Sources of funding for operation and maintenance of multi-use trails to accommodate pedestrian and bicycle use shall be clearly identified before construction. Should such trail systems be constructed, they shall be supported by a long-term maintenance funding mechanism established so that benefiting properties pay the cost of maintenance.

POLICY CI 8.4

Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travelways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

POLICY CI 8.5

Encourage existing facilities, and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.

POLICY CI 8.6 (AQ)

In order to promote pedestrian access, encourage land use designs in new development areas to locate neighborhood shopping and services within approximately 1/2 mile of major residential areas.

OBJECTIVE CI 9

Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

POLICY CI 9.1

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

POLICY CI 9.2

Discourage through-traffic on local streets in residential areas.

Program CI 9.2-A

Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may implement appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable.

Program CI 9.2-B

Residential subdivisions shall be designed to encourage access from local to collector streets and to discourage use of local street as a bypass to Arterial streets.

POLICY CI 9.3

Provide for spatial separation and necessary noise barriers between railroads and residential or other noise sensitive uses.

Program CI 9.3-A

Future development along the Burlington Northern and Santa Fe railroad should be buffered with open space, planting of trees and landscaping, and noise barriers. Alternative uses which represent cost effective and productive management of the open space buffer could include the relocation of Peoples Ditch, development of a recreation trail, or other uses which are environmentally acceptable, and will reduce the potential for the area to become a health and safety problem.

Program CI 9.3-B

Future development along the San Joaquin Valley Railroad right-of-way should consider the noise contours, and establish setbacks, noise barriers, and planting of trees and landscaping as appropriate, to protect the future operation of the facility. (see also Program CI 7.3-A)

POLICY CI 9.4

Provide for adequate spatial separation and landscaping for development along freeway rights-of-way.

Program CI 9.4-A

Additional landscape design requirements will be considered for new projects along the entryways into the City, specifically State Routes 198 and 43. Maintenance of these areas may be included in a Maintenance District established by the City.

Program CI 9.4-B

Future new development along State Route 198 between 13th Avenue and 12th Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement.

Program CI 9.4-C

Future new development along State Route 43 between State Route 198 and Flint Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement. These provisions may reduce future cost of right-of-way should a freeway interchange be necessary in this location.

Program CI 9.4-D

For residential development, the City shall consider density transfer increases for development along State Route 43, BNSF and SJVRR where increased landscaped setbacks are established and landscape is installed as part of a development plan. The density transfer shall be calculated based on the area used for the required open space buffer.

OBJECTIVE CI 10 (AQ)

Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

POLICY CI 10.1 (AQ)

Support coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality.

POLICY CI 10.2

Encourage the development of employment opportunities in Hanford to reduce the need to commute to other communities for employment.

POLICY CI 10.3 (AQ)

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

POLICY CI 10.4

Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produces higher vehicular emissions levels as part of the Traffic System Management (TSM) implementation.

POLICY CI 10.5

Support the use of alternate fueled vehicles and fueling stations for Public Transit Vehicles, City and County public agency vehicles.

OBJECTIVE CI 11

Upgrade the Hanford Airport to provide a cost effective level-of-service which is still compatible with the safety, health, environmental and economic concerns of the community.

POLICY CI 11.1

Incompatible land uses which would diminish the existing operation and the future expansion of the Hanford Airport shall be discouraged.

Program CI 11.1-A

The adopted Hanford Airport Master Plan shall be considered in Land Use decisions which may be impacted by the Airport Plan with regard to noise, structure height, safety, and other hazards.

OBJECTIVE CI 12

Plan for, create, and maintain the system of transportation infrastructure in the City, which includes sewer, water, storm drainage, irrigation facilities, pipelines, electrical, and communication networks.

POLICY CI 12.1

The City incorporates by reference, Master Plans for Sewer, Wastewater Treatment, Water, Storm Drainage, and other infrastructure master plans approved and adopted by the City, the Master Plans of Southern California Edison and Southern California Gas Company and other master plans adopted by the City. The City will continue to work in cooperation with public utilities.

(End of Circulation Element)





CITY OF HANFORD GENERAL PLAN CIRCULATION MAP

CIRCULATION CLASSIFICATION:

Arterial

.....

Collector



10000000200030004000

Feet

City of Hanford Community Development Department
317 N Douty St., Hanford, CA 93230 (559) 585-2581

OPEN SPACE, CONSERVATION & RECREATION ELEMENT

INTRODUCTION

The requirements for the Open Space Element (Government Code Sections 65302[e] and 65560 et seq.) are similar to those issues that are addressed in the Conservation Element (Government Code Section 65302(d). Therefore, this element combines these two state-mandated elements, Open Space and Conservation, and adds an optional Recreation component into one comprehensive Open Space, Conservation, and Recreation (OCR) element.

State law mandates that open space element address four basic areas of concerns: (1) Open space for resource management including agricultural and mineral resources; (2) Open space for outdoor recreation including parks and recreational facilities; (3) Open space for public health and safety including flood prone areas and earthquake fault zones; (4) Open space for the preservation of natural resources, including natural plant communities, habitat for fish and wildlife, and water resources. Added to this, the conservation element is required to address issues such as waterways, soils, wildlife preservation, natural and riparian habitats and scenic, historical and cultural resource conservation. Recreational topics addressed in this element include neighborhood and community parks, and trail systems. Many of the important aspects of each of these issues are addressed through Goals, Objectives, Policies and Programs elsewhere in the plan. This section however, groups the discussion items providing an "overview" to the Open Space, Conservation and Recreation programs of the City. This "overview" discusses the following topics:

- | | |
|---|--|
| ☐ Open Space | ☐ Extractive Resources |
| ☐ Agricultural Lands | ☐ Energy Conservation |
| ☐ Water Resources | ☐ Historical/Cultural Resources |
| ☐ Biological Resources | ☐ Recreation |

OPEN SPACE

Open space, as defined by the Government Code, includes any parcel or area of land or waters that is essentially unimproved and designated for the preservation of natural resources, the production of natural resources, recreation, and public health and safety. This broad definition encompasses parks, storm drainage basins, viewshed setbacks and agricultural land.

AGRICULTURAL LANDS

Agricultural land is Kings County's most important resource. The preservation of agricultural resources is important to the economic vitality of the City and the region. Additionally, agriculture and its associated open space are essential to preserving regional heritage and contribute to the quality of life for residents in the County.

Williamson Act Land

Much of the agricultural land that surrounds the City of Hanford is subject to the California Land Conservation Act of 1965, also known as the Williamson Act. Under the provisions of the Williamson Act, the property owner and the County enter into a ten year agreement, that renews itself every year for another ten years, to keep the property in agricultural use. In exchange for this guarantee, the property owner receives a property tax reduction. The County is reimbursed for the loss of revenue by the State.

Under the terms of the Act, once an owner has filed a notice of non-renewal of the Contract, the property taxes gradually increase over the subsequent ten years. After ten years, the property can be developed as any other piece of land. If the owner doesn't want to wait for the contract to expire naturally, a series of findings, and a penalty equal to 12.5 percent of the assessed value of the land were it not under the contract, must be paid to the State. The findings are almost impossible for a County to make, but under certain circumstances, can be made by a City.

Williamson Act land has affected the growth pattern of many communities, and can often prevent annexations and/or the efficient provision of services. This is especially true when adjacent parcels may not be covered by the Act, or have different times left to run on the Contract.

To address the Williamson Act issue, the City will include an agricultural zoning classification, to allow for the logical expansion of City boundaries and the expansion of services. The City will also prepare written guidelines for the cancellation of Williamson Act Contracts, including procedures, timelines, and an explanation of the requisite findings.

WATER RESOURCES

The City of Hanford is located in the Tulare Lake Hydrologic Study Area (TLHSA) as defined by the California Department of Water Resources (CDWR). Encompassing the southern portion of the San Joaquin Valley and adjacent mountain slopes, most surface water in the TLHSA originates as precipitation in the Sierra Nevada Mountain Range.

Hanford's underlying geology is comprised of alluvial deposits. Such deposits form highly productive groundwater aquifers that store vast quantities of water. The San Joaquin Valley groundwater basin has an estimated storage of 570 million acre feet with an estimated useable capacity of 80 million acre feet (DEIR, Hanford Co-generation Project, 1987).

A significant feature of the aquifers in the Hanford area is a layer known as the E-clay or Corcoran clay. This layer effectively divides the aquifer into two levels, creating an upper and lower aquifer. This layer is located approximately 450 feet below ground surface, and most current municipal groundwater usage is from the lower aquifer.

***Historic
Groundwater
Demands***

Groundwater has been utilized within the San Joaquin Valley since the early 1900s. Observations in 1916 recorded water levels less than 20 feet below ground surface (bgs) with free flowing artesian wells common. Development of irrigated agriculture and reliance on groundwater in the TLHSA had exceeded recharge as early as 1930. Overdraft levels (pumping exceeding recharge) continued to increase until the late 1970's. Since that time, overdraft rates have steadily declined with greater use of surface water resources.

***Groundwater
Recharge***

The TLHSA has shown considerable potential for rapid groundwater recharge. This is evident in a reduction of over-drafting and actual increase in groundwater levels during the period of 1977 to 1986 and again following the break in the drought for the year 1993. The rising water table was likely related to the above normal precipitation for the period. This allowed greater reliance on surface water resources, lessened reliance on groundwater, and a general increase in soil absorption that resulted in aquifer recharge.

Groundwater in the Hanford area occurs in several ways. Water from natural precipitation, natural and manmade drainage ways and canals, and agricultural irrigation percolates to aquifers. Water also migrates below the ground surface from areas north of Hanford. Finally, Kings County Water District (KCWD) and the City of Hanford are involved in artificial recharge programs that utilize excess surface water.

The City of Hanford has approximately 568 acre feet of percolation and retention basins. Additionally, the City is planning to add approximately 317 acre feet of drainage basins. Most of these will be located along major drainage channels within the City, and these basins will be designed to provide groundwater recharge as well as providing flood protection. These basins may also be utilized during dry periods to percolate imported surface waters to recharge aquifers.

The City of Hanford also recharges the groundwater table through the disposal of treated disinfected wastewater from its wastewater treatment facility. Each day approximately 5 million gallons of water is processed through the facility and discharged as irrigation water for specific types of agricultural crops on land owned by the City. The City recently purchased land southwest of the City Limits to expand the area available for wastewater reuse and in the process preserved this land for agricultural purposes.

Water Quality

Quality of groundwater within Hanford is acceptable. Current State water quality standards establish a 0.05 ppm maximum arsenic level for domestic water. In order to meet these standards, the City now drills wells up to 1,500 feet deep. Drilling City water wells to this depth and pumping water has

substantially increased the cost of providing domestic water for the City. The City is anticipating that Federal and State water quality standards will soon be changed with regard to lowering the acceptable amount of arsenic in public water systems. While this new standard is achievable, it will not be without substantial additional cost to the production of potable water. Not only Hanford, but other cities in the San Joaquin Valley will have to struggle to meet the water quality standards and provide water at an affordable cost to their customers.

Water Suppliers

State planning law requires that general plan conservation elements address water resources in coordination with all water providers within the jurisdiction for which the general plan is prepared. Therefore, descriptions of agricultural water providers are included. A clear distinction exists between water service provided by the City for domestic use and water provided by local water districts for agricultural use.

Domestic Water

Domestic water in the Hanford area is provided by the City of Hanford. When the City acquired the water system in the late 1950's it also assumed responsibility for providing service to the unincorporated urban fringe areas. The City of Hanford and surrounding urban areas draw local groundwater to meet all domestic, commercial, and industrial water demands.

Recent State Legislation requires the City and new development to address the long-term supply of domestic water when evaluating major new development projects. In these analyses, local agencies must demonstrate that sufficient water supply will be available to serve major projects and not have a substantial impact on local groundwater supply. Where substantial impacts are identified, mitigation measures such as recharge programs and even the importation of surface water must be considered to maintain an acceptable water balance in the community.

Guidelines for the management of the Hanford water system are presented in the Hanford Municipal Code, Chapter 13. This chapter of the Municipal Code establishes specific guidelines for the provision of water services, billing and service charges, and defines unlawful acts regarding the wasting of water.

Agricultural Irrigation Water

Agricultural irrigation water is provided in the vicinity of Hanford by the KCWD and the Kaweah Delta Water Conservation District (KDWCD). In addition to providing agricultural water, both of these Districts are involved in active groundwater recharge programs. These programs are carried out through impounding surface water within sinking basins which recharge local groundwater aquifers, and delivery of surface water which reduces the

reliance on groundwater for agriculture, thereby conserving that valuable natural resource.

BIOLOGICAL RESOURCES

Naturally occurring vegetation and wildlife have recreational, educational, and aesthetic values to the entire community. Hanford is substantially surrounded by improved farmland and very little of the original habitat remains undisturbed around the City. The naturally occurring plant and animal species within these disturbed areas have been displaced. As the City grows, the need for preservation of the valuable diversity of species becomes increasingly important.

Current data, available from the California Department of Fish and Game (DFG) Diversity Database, provides an insight into the sensitive biological resources that have potential for occurring in the Hanford Planning Area. These resources include sensitive plant/wildlife communities, jurisdictional wetlands, wildlife species and plant species.

Plant & Wildlife Communities

Valley Sacaton Grassland has been reported in the vicinity of Hanford. Other sensitive plant/wildlife communities from Kings County include Valley Sink Scrub and Valley Saltbush Scrub.

Given the soils in the Hanford Area, there is a potential for vernal pools. Although no vernal pools have been documented in the State of California Department of Fish and Game California Natural Diversity Data Bank for Kings County, vernal pool communities may have existed in areas that have been destroyed beyond recovery by agricultural cultivation.

Vernal pools often contain sensitive invertebrate (wildlife) and plant species. A number of wildlife and plant species that inhabit vernal pools are currently proposed for listing as threatened or endangered.

Other sensitive wetland habitats such as marshes, sloughs, seasonal wetlands, alkali playas, etc., may be present within the Hanford Planning Area and subject to Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act.

Wildlife Species

The California tiger salamander (*Ambystoma tigrinum californiense*) and the San Joaquin kit fox (*Vulpes macrotis mutica*) may exist within the vicinity of the Hanford Planning Area. Other sensitive species known to occur in Kings County at greater distances from Hanford include; Tipton Kangaroo Rat (*Dipodomys nitratooides*), Tri-colored blackbird (*Agelaius tricolor*), Swainson's hawk (*Buteo swainsoni*), and the Blunt nosed leopard lizard (*Gambelia silus*). If suitable habitat exists, any of these species could be residents or transient visitors of the Hanford Planning Area. Although not currently reported in the Hanford Planning Area, other state or federally listed wildlife species are known to occur in Kings County. Included in this list are the Giant kangaroo rat (*Dipodomys ingens*) and San Joaquin antelope squirrel (*Ammospermophilus nelsoni*), and are listed as state endangered and

state threatened, respectively.

Other candidate or non-listed species of concern to California Department of Fish and Game, include Burrowing owl (*Athene cunicularia*), Prairie falcon (*Falco mexicanus*), and the White faced ibis (*Plegadis chihi*). If new sightings, or other information indicate the potential of any of these species within the Hanford Planning Area, DFG would likely require an expanded analyses in any environmental documentation for proposed projects within the Hanford Planning Area.

On May 8, 1992, the U.S. Fish and Wildlife Service proposed to list as endangered, five shrimp species that inhabit vernal pools. These species include the Conservancy fairy shrimp, California linderiella, Longhorn fairy shrimp, Vernal pool fairy shrimp and the Vernal pool tadpole shrimp. If vernal pools remain within the Hanford Planning Area, they could contain these species.

Plant Species

The Recurved larkspur (*Delphinium recurvatum*) is known to occur in the vicinity of Hanford. Although not reported in the Hanford Planning Area, other listed species that occur in Kings County include California Jewelflower (*Calulanthus californicus*), and San Joaquin wooly-threads (*Lembertia congdonii*).

EXTRACTIVE RESOURCES

Resource extraction involves the removal of natural resources from their place of discovery.

The only significant mineral commodities that might be found within the Hanford Planning Area are sand and gravel for road and building construction. At this time there are no known significant deposits, and no active mines.

ENERGY CONSERVATION

The goal of energy conservation is to reduce the use of depletable or nonrenewable energy resources. Reduced consumption may be achieved either by the more efficient use of these resources, or by replacing them with renewable or non-depletable resources.

Energy is either renewable or non-renewable. Renewable resources are those that the supply is unlimited or it can be replenished. This includes solar and wind energy, and, if properly managed, hydroelectric and geothermal power. Nonrenewable resources are those which are limited in supply and which may eventually be depleted. These energy resources include water, oil, and gas. At present, most energy consumed is nonrenewable.

According to California Energy Demand 2000-2010 prepared by the California Energy Commission, over 54 percent of the energy consumed in 1990 to 1998 originated from Petroleum products. Transportation accounted for approximately 46 percent and commercial/industrial uses comprised approximately 31 percent of all energy consumed. Residential use of energy

was limited to approximately 13 percent of the total energy consumed. The remaining 10 percent was consumed by various sources including agriculture. Agriculture is a small percentage (2.7%) however consumption is growing. This increase is associated with policies of the California Department of Water Resources relative to the amount of surface water provided to agriculture. The consumption of the commercial/industrial sector is expected to grow faster than the demands of the residential consumer (2.2% annually v. 1.7%). By 2010, commercial/industrial demand for energy is expected to increase to 46% (from 44%). At the same time residential demand is expected to decrease from 38% to 35%. This forecast assumes a continued growth in jobs from the commercial/industrial sector and increased efficiency in residential power demands.

Multiple use of the heat generated from natural gas in the production of electricity can be transferred into steam that is used by other industries. GWF has recently constructed a natural gas fired power plant in Hanford and steam from cooling can be made available to neighboring industries for processing needs. This multiple use effort can conserve non-renewable fuels.

Both new and existing buildings can be adapted to the use of renewable energy resources. The City of Hanford's climate is ideal for development of active and passive solar heating. Solar energy can be utilized for building and water heating needs. Solar energy can be applied in new buildings, since the structure can be positioned and built to take full advantage of the sun. Building can also be designed to minimize the use of air conditioning by blocking the summer sun and collecting air for natural ventilation. Vegetation can help with conservation of energy by lowering ambient temperatures of structures and parking lots. Reducing ambient temperatures of building could reduce air conditioning requirements. Vegetation can also be used to protect buildings from the cooling effects of winter winds. There are four general options the City of Hanford may utilize to encourage energy conservation. First, the City can influence land use and infrastructure patterns. Second, the City can provide educational material for energy conservation. Third, the City can provide incentives to encourage energy conservation. Finally, the City can adopt regulations requiring energy conservation. Regulations can take a variety of forms and reflect varying degrees of stringency.

HISTORIC & CULTURAL RESOURCES

The City of Hanford contains many physical links with its historic past. Historic sites, buildings and objects are reminders of the City's unique heritage and its place in the development of the Central Valley and the State.

Historic Preservation

Historic preservation is the identification and protection of these sites and structures of architectural, historical, archaeological, or cultural significance. Historical sites and landmarks are unique reminders of the social, economic and political history of an area and their preservation includes many benefits. The preservation of cultural resources is the preserving of tangible presence of the past. The economic benefits of historic preservation are many: (1) tourism;

(2) an increase in rental and resale value of property; (3) lower replacement costs by recycling older buildings; and (4) increased tax revenues. Historic preservation can also be considered as a reinvestment in a neighborhood to stop its decline and reverse its downward spiral. The reuse of vacant or abandoned buildings and the reuse of existing infrastructure have evolved into a viable approach to revitalizing neighborhoods.

Historical Landmarks

In the early 1980's, the City's Historic Preservation Committee conducted an extensive historic resources survey (*City of Hanford Historical Resource Project*) of the historic buildings and features within the downtown core with the intent of establishing a historical district in the downtown civic center area. The City adopted a Historic Resources Combining District in 1985 to officially recognize the area and to establish a design review process to foster enhancement of the historical character of the buildings. The District essentially covers a major portion of the older Hanford Downtown Business District and some surrounding residential areas.

Areas of potentially historic buildings outside of the Historic Resources Combining District are currently undergoing transition from residential use to commercial and office use. Of primary concern are the Redington, Irwin, and Douty Street areas south of Malone Street. The City's General Plan Land Use Element contains policies and programs directed at preserving or restoring the character of these buildings while allowing transition to office uses.

Archaeological Site

Archaeological sites can yield information about the historic activities of man, evidence of earlier cultures that once inhabited the area, and sites having spiritual or cultural significance to living Native Americans. Archaeological sites, unlike other types of historic resources, should not be publicized due to the potential for vandalism. Archaeologists recommend that such sites be left untouched until competent professional research can be done. Site locations should be filed with the appropriate local archaeological society or institution, and locations should be identified only to qualified researchers or when projects may threaten the integrity of a site.

The Southern San Joaquin Valley Information Center at California State University, Bakersfield, reports that a number of small archaeological surveys have been conducted within in the Hanford Planning Area. Although there are no recorded archaeological sites with in the City of Hanford, there is a possibility that archaeological resources may be present. Because systematic archaeological surveys have not been conducted in the Hanford Planning Area, it not possible to predict where sites may be located, or to determine the archaeological sensitivity of any specific property. A typical condition of environmental review or development permit, is that if potential archaeological sites are discovered, all work on the project shall be stopped immediately, and a qualified archaeologist retained to evaluate the site and prepare a report. Only after the site has been evaluated, and appropriate agencies have made findings and recommendations, will work be allowed to continue.

RECREATION

Meeting the recreational needs of the current and projected population of the Hanford area is a responsibility of both the public and private sectors. The public sector typically addresses recreational needs through public parks with their various facilities (e.g., play equipment, ball fields and courts, swimming pools, passive play and picnic areas) and through a variety of organized recreational programs, instructional programs and special events conducted at neighborhood and community centers. The private sector addresses recreational demand through the development of bowling alleys, roller skating rinks, movie theaters, private recreation and swimming pool associations, arcade centers and a variety of other businesses serving the leisure demand. This element will limit itself to addressing public outdoor recreation needs.

The City of Hanford adopted a Parks and Recreation Master Plan in the year 2000. This plan defines the parks and recreation needs of Hanford and identifies programs that can be implemented to address those needs. The Parks and Recreation Master Plan is consistent with the Hanford General Plan

Park Facility Standards

Standards provide a means of measurement for the allocation of recreational space and facilities for people in a given area. Standards can also be used to determine whether an existing developed area has an excess, or a deficiency of, recreational space and/or facilities. Finally, standards can be used to establish programs to help make improvements and better meet the recreational needs of the community. The following standards define the various park types for the City:

Neighborhood Park

A neighborhood park is designed to meet local "neighborhood" needs and is intended to be within walking or bicycling distance of one-half mile from their residence. A neighborhood park service area should not cross any major natural or manmade barriers (i.e., railroads, waterways, major roadways such as arterials) that inhibit access to the park. Neighborhood Parks usually emphasize children orientated facilities, providing a variety of play spaces and associated amenities.

Within the City of Hanford, many of the existing neighborhood parks are located near to elementary schools, providing a greater range of activities at one site. Neighborhood parks are usually designed to serve an area with a population ranging from 1,000 to 3,000 residents. For ease of maintenance, and efficiency of use, a neighborhood park should provide five to ten acres. The size of the park and the type of facilities incorporated within the park site should reflect the needs and characteristics of the current and projected population to be served by the park. When an elementary school is fairly centrally located to the population area being served, parkland and recreational facilities may be best located and planned at the school to optimize the use of the school outdoor and indoor facilities, and to supplement rather than duplicate facilities within the school site. However, there may be a use conflict

where elementary schools are used for year-round education, and additional facilities may be necessary.

Community Park

Community parks serve a group of neighborhoods, generally three to five neighborhoods, within a one-mile radius service area. Since patrons typically drive to use community parks, they should be easily accessible from arterial and collector streets. Community parks supplement the neighborhood parks by providing for activities that require more space and special facilities. In addition, community parks may also serve as the neighborhood park for the immediate neighborhood. Community park amenities are oriented to both adults and children, often providing specialized facilities such as tennis courts, community centers, swimming pools, and sports fields such as baseball, softball and soccer.

Community parks are generally between 20 and 50 acres. Community parks can also be developed as joint-use facilities able to accommodate seasonal storm drainage basins, water wells and noise attenuation measures.

Regional Park

Regional parks or recreational areas are designed to serve an entire community or district and are usually over 50 acres in size. Regional parks may be large natural or preservation areas along waterways, adjacent to water bodies or scenic areas preserved for the use by the general public. Regional parks fulfill a special need in that they offer a relaxing environment of family and group activities.

Open Space

An open space area is typically a large undeveloped area intended to serve as a greenbelt, or visual break to development, or to address public health and safety needs (i.e., noise sensitive areas). Open space can also be used to protect an environmental resource, yet provide those types of recreational uses that do not substantially alter or destroy the natural environment. Low intensity recreational uses such as walking and bicycling are often compatible with open space areas. Open space can often be designed to serve dual purposes such as noise buffers, water recharge and storm drainage. Land designated as Open Space may also be actively farmed.

Linear Parks and Trails

A linear park is a strip of land established for the purpose of walking or bicycling. Linear parks often include natural or man-made linear sources such as sloughs, utility right-of-way or service roads. Several existing watercourses and railroad right-of-way traversing the City could provide excellent opportunities for linear trail systems. Linear trails may be used to

buffer noise sources, such as a rail right-of-way, or soften the impact of a wall or other utilitarian feature.

Pedestrian and bicycle trails are identified in the General Plan Circulation Element and the Regional Bicycle Plan.

Existing Park & Recreation Facilities

Through its Recreation Department and Parks Division, the City operates and maintains 18 neighborhood parks comprising a total of 36.8 acres. Eleven of the parks are currently developed. The City has three community parks, Centennial Park, Youth Athletic Complex and the Hidden Valley Park. A major Community center Longfield Center is located south of Highway 98 on South Douty Street. Community parks and sports fields occupy approximately 94.2 acres within the City. Presently 20 acres of the planned 40 acre Hidden Valley Community Park is developed. Over all, the City inventory of parkland consist of approximately 169.1 acres.

Recently the City of Hanford acquired approximately 180 acres of land in the western part of the Planning Area between Lacey Blvd. and Grangeville Blvd. This project known as the Hanford Learning Center would be jointly developed by the City of Hanford, Hanford Joint Union High School District, and College of the Sequoias. The project area is planned to contain a new high school, community college center, and a City sports park.

In addition to the City facilities there are another 58.1 acres joint use facility sports fields including the High School Sports Field (10.1 acs.), West High School Softball Field (2 acs.), JFK Sports Fields (11 acs.), and the Soccer Complex (35 acs.) The Hanford School playgrounds and sports fields provide an additional 118.25 acres of open space to the community. Some facilities require rental.

Each individual park site contains various types of facilities that are based on the needs of the residents served by the park, park size and geographic characteristics. Picnic areas and playground equipment are usually deemed essential for a park to serve the surrounding neighborhood. Of the City's 11 developed neighborhood parks, nine provide picnic facilities, and ten provide playground apparatus. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at seven of the City's facilities. The most common specialized facilities are lighted ballfields.

Kings County Park Facilities

Hanford residents enjoy the use of three County parks which provide regional recreational opportunities; Burris, Laton-Kingston and Hickey Parks. The County has developed Park Master Plans for these three parks. Burris Park is located approximately 12 miles north of Hanford and offers a combination of active and passive recreation. Laton-Kingston Parks are located adjacent to one another on the Kings River approximately 10 miles north of Hanford. The focus of these parks is primarily passive recreation. The park's beach areas are very popular for sunning and swimming when the Kings River is flowing. Hickey Park is located approximately eight miles northwest of

Hanford. This is the most highly used park in Kings County. This park offers a combination of passive and active recreation.

Kings County owns and maintains La Casa Park located at the Highway 43 and 10th Avenue entrance to the City of Hanford. This small facility provides open space, picnic area, and a “park and ride” facility. A “City of Hanford” monument sign has been erected. The 10th Avenue entry to the City has been relocated to the south side of the Park

Public School Facilities

School playground equipment, ball fields, play courts and open grass areas meet some community and neighborhood recreational need in nearly all areas of the City. The school facilities most often used for recreation are play fields and various ball courts (i.e., basketball, tennis, volleyball). Interior facilities such as gymnasiums and multi-purpose rooms are also used, but are typically only available for organized activities.

The Hanford High School District contributes to community recreation needs through use of on-site facilities and programs for adult education, athletics, and social and cultural activities. The District's East Campus facilities include a football stadium, playing fields, tennis courts, gymnasium, performing arts center and swimming pool. The expansion of the West Campus now offers additional facilities that include ball fields, presentation center/gymnasium, an exercise room and a competitive swimming and diving facility. The Hanford Elementary School District provides neighborhood park level recreation facilities to the community. Facilities include paved areas for court games, playground equipment, free play turf areas, softball diamonds, and fenced tot-lots. Youth and adult recreation programs are offered at these sites on evenings and weekends.

Park Acreage Standards

To effectively meet the needs of the community, park standards for both community and neighborhood parks are proposed. In development of these standards three factors were considered:

- The population projections for the development area;
- Siting criteria for new facilities including major roadways and schools;
- Minimum park size to provide efficient maintenance.

As shown in Table OCR 1, a ratio of 1.5 acres of neighborhood park per 1,000 population, and 2.0 acres of community park per 1,000 population is established. The size and location of the parks will also depend on timing of development and siting of other City facilities.

The acreage needs and public park land ratios may be adjusted to account for on site private recreational facilities, extended landscaping or pedestrian walkways, and other development amenities. Regional parks were not included in the City's parkland ratio since by their nature, they are more likely to be located outside of the City's planning area. Given these ratios, Table OCR-2 indicates the additional parkland needed to accommodate

OPEN SPACE, CONSERVATION & RECREATION ELEMENT
the projected population growth.

Table OCR 1

City of Hanford General Plan Park Standards

Park Type	Acres Per 1,000 Persons	Acres Per Park	Service Area
Neighborhood	1.5	5 to 10 acres	1/2 mile
Community	2.0	20 to 50 acres	2 miles

Table OCR-2

Parkland Need From Projected Population Growth

			<i>Cumulative Park Land Need</i>	
Year	Population	Increase¹	Neighborhood²	Community³
2002	43,575			
2010	54,348	10,773	5.6	7.5
2015	62,395	18,820	28.2	37.6
2020	71,633	28,058	42.1	56.1
2025	82,239	38,664	58.0	77.3

¹From the 2002 population of 43,575.

²Based on 1.5 acres per 1,000 for Neighborhood Parks.

³Based on 2.0 acres per 1,000 for Community Parks.

***Park Location &
Service Area***

Access and security are the two most important considerations in placement of parkland. Neighborhood parks should be easy to walk to, not require small children to cross arterials, railroads, major canals or other obstacles. The design of the park should limit backup lots, and encourage new development to face the park. While this may increase development costs of the park through the need of more sidewalk and roadway, this cost is offset by greater security. Public safety officials should be able to see into the park easily from the street.

Community parks are intended for more adult-oriented and organized sport activity. As such, adequate vehicle access and parking should be provided. Often a portion of the Community Park is developed to allow for its use as a neighborhood park by surrounding residences

As indicated in the Parks and Recreation Master Plan adopted in May 2000, the most urgent need for parkland is in East Hanford.

**Organization of
Objectives, Policies,
and Programs**

The following Open Space, Conservation and Recreation Goals, Objectives, Policies and Programs are organized in the following manner:

- **Open Space**
- **Vegetation and Wildlife**
- **Conservation**
 - Water Resources
 - Energy
 - Historic/Cultural Resources
- **Recreation**
 - Preservation, Parks and Facilities

GOAL The general goal of the Open Space, Conservation, and Recreation (OCR) element is to:

- ☐ Designate, conserve and protect open space, peripheral agricultural areas, recreational, and historic/cultural resources in the Hanford Planning Area for current and future residents of the City.

OPEN SPACE

**Objectives Policies
Programs**

OBJECTIVE OCR 1

Support preservation of existing agricultural lands at the periphery of the Hanford Planning Area.

POLICY OCR 1.1 (AQ)

Create a greenbelt/open space buffer around the perimeter of the city that provides a clear sense of identity for the City of Hanford.

Program OCR 1.1-A (AQ)

Very low density residential and industrial land uses will be included in the land use plan to reduce density toward the edge of the Hanford Planning Area. The sizing of sewer lines will be reduced as they approach the edge of urban development in the Planning Area to limit growth influences beyond the Planning Area boundary.

Program OCR 1.1-B (AQ)

The City of Hanford will continue to coordinate land use planning efforts with Kings County to ensure that agricultural land use surrounds the Hanford Planning Area.

Program OCR 1.1-C (AQ)

In connection with General Plan Circulation policies, landscape design requirements will be considered for new projects which develop along the entryways to the City, in particular State Routes 198 and 43. Landscape design within required setbacks should promote a sense of transition from the surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback.

POLICY OCR 1.2 (AQ)

The City will continue to coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the unincorporated community of Armona.

POLICY OCR 1.3 (AQ)

The City may consider annexing Williamson Act lands if such annexation is necessary to provide for logical urban development and the provision of municipal services.

Program OCR 1.3-A (AQ)

The City has included, in the General Plan Land Use Element, an Agricultural designation and has provided definitions which allow for the continued use as agriculture. The Agricultural designation may also be used for preserving open space necessary for public safety around the Hanford Airport and other locations which may be effected by noise or other significant development constraints.

Program OCR 1.3-B

The City shall prepare and adopt a set of policies that govern the cancellation of Williamson Act contracts, and define the circumstances that the City would be willing to succeed to an active contract.

OBJECTIVE OCR 2

Maximize public open space with minimum management.

POLICY OCR 2.1

Open Space dedications shall provide a plan for funding to ensure that financing for long-term maintenance is provided.

POLICY OCR 2.2

Ownership and management responsibility of public open space shall be assigned to the agency/organization best suited to meeting this responsibility.

POLICY OCR 2.3

Adequate security of open space shall be provided to ensure that applicable laws and regulations are enforced.

OBJECTIVE OCR 3

Maximize open space through appropriate acquisition mechanisms.

POLICY OCR 3.1

All future Master Plans and/or Specific Plans shall include appropriate mechanisms for acquisition, improvement, and maintenance of open space.

POLICY OCR 3.2

An equitable balance shall be sought between development density and open space to be preserved.

Program OCR 3.2-A

The City may require participation, directly or indirectly in the acquisition of land for the disposal of treated wastewater or storm drainage outside of the Hanford Planning Area. Such programs may be used as credit for the long-term preservation of agricultural or open space lands.

Program OCR 3.2-B

Require dedication of appropriate open space land as a condition of approval for proposed development projects. Establish a method for permanent preservation of open space acquired through a land pooling program. Such designations shall be registered on the property title and shall be maintained should the property be sold.

OBJECTIVE OCR 4

Generate funds within the community for acquisition, improvement, maintenance and management of open space lands.

POLICY OCR 4.1

The City shall actively pursue and use public and private funding sources that become available for land acquisition, facility construction, program development and maintenance of park and open space areas.

Program OCR 4.1-A

The City shall continue to collect park impact fees as a part of its development approval process.

OBJECTIVE OCR 5

Provide and maintain open space resources for outdoor recreation.

POLICY OCR 5.1

Utilize open space areas to provide neighborhood identity and to the extent feasible, insulate the neighborhood from conflicting land uses and noise generators.

POLICY OCR 5.2

Residential developments shall be encouraged to provide private open space areas.

POLICY OCR 5.3 (AQ)

Where feasible, Arterial and Major Collector streets should be constructed to provide landscaping along the edges and in median strips to enhance these street systems as aesthetic open space corridors.

Program OCR 5.3-A (AQ)

The City shall develop design guidelines and standards for the construction of landscaping and improvement of Arterial and Major Collector streets that are to be landscaped.

POLICY OCR 5.4

Provide for open space and landscaping along freeway and State Highways right-of-way to present an attractive entry to the City of Hanford.

Program OCR 5.4-A

The circulation element defines areas along State Highway 43 and State Highway 198 that are to be held as open space and landscaped. The City should either acquire this land or development conditions attached to the land that requires improvements and maintenance of the open space area.

OBJECTIVE OCR 6 (AQ)

Guide urban development toward vacant or under-used land within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

POLICY OCR 6.1 (AQ)

Existing agricultural areas shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

**VEGETATION &
WILDLIFE**

***Objectives, Policies
& Programs***

OBJECTIVE OCR 7 (AQ)

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and/or rights-of-ways.

POLICY OCR 7.1 (AQ)

To the extent feasible, maintain slough remnants and watercourses within the Hanford Planning Area as components of storm drainage retention program, and a possible recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

POLICY OCR 7.2 (AQ)

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

POLICY OCR 7.3

Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.

Program OCR 7.3-A

The City shall preserve natural watercourses, wetlands and riparian corridors through requirements of land dedication and open space improvement imposed during the land development process.

Program OCR 7.3-B

Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats. Programs established to protect wildlife and their habitats may provide for the permanent protection or relocation of wildlife habitat areas.

POLICY OCR 7.4

Although none have been identified in a preliminary survey, vernal pools that may be located in the Hanford General Planning Area shall be identified and protected.

POLICY OCR 7.5

Avoid the potential negative impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.

POLICY OCR 7.6

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.

Program OCR 7.6-A

Develop and adopt standards that provide for the planting of shade trees in new residential and commercial developments.

**WATER
RESOURCES**

***Objectives Policies
& Programs***

OBJECTIVE OCR 8

Promote the conservation of water within the Hanford community.

POLICY OCR 8.1

Establish additional ordinances as necessary within the Hanford Municipal Code which promotes water conservation.

Program OCR 8.1-A

Maintain on-going water conservation measures such as:

1. *Continue enforcement of water waste ordinances*
2. *Continue penalties for water waste offenders*
3. *Enforce guidelines for drought tolerant landscapes*
4. *Structure water rate schedules to encourage conservation*

Program OCR 8.1-B

Maintain water use limitation measures enacted by the City Council to minimize the effect of drought weather patterns. Measures could include, but are not limited to, the following:

1. *Limit all domestic outdoor water usage to designated days and time frames*
2. *Limitations on all auto washing by individuals, auto dealerships, and private and charitable car washes*

3. *Prohibit domestic irrigation between 10:00 am and 7:00 pm during summer months;*
4. *Designate specific types of landscape irrigation to be discontinued.*

POLICY OCR 8.2

Offer financial incentives for the installation of water conserving fixtures and devices within existing residences. Such incentives would be discontinued should these devices be required within all residences.

Program OCR 8.2-A

Provide subsidies of meter installation cost to individuals requesting change from flat rate to meter services.

Program OCR 8.2-B

Consider purchasing home water conservation kits to be distributed to local residences free of charge.

Program OCR 8.2-C

Consider subsidies to property owners for replacing older, high volume flush toilets with new low-volume toilets.

POLICY OCR 8.3

Explore use of alternative water sources within the Hanford Community.

Program OCR 8.3-A

Consider opportunities for usage of treated waste water or high arsenic content water for domestic irrigation purposes. This would require development of secondary, non-potable water delivery lines.

POLICY OCR 8.4

Minimize usage of water for landscape irrigation by requiring new and rehabilitated landscapes to be water conserving.

Program OCR 8.4-A

Establish standards for landscape review that includes preferred plants and sprinkler/irrigation criteria.

Program OCR 8.4-B

Apply conservation requirement to all landscapes within industrial, commercial, institutional, multi-family residential common areas, model homes and developer landscaped areas.

Program OCR 8.4-C

Require projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits.

POLICY OCR 8.5

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

POLICY OCR 8.6

Require installation of domestic water conserving devices for new residential, commercial and industrial remodels.

OBJECTIVE OCR 9

Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.

POLICY OCR 9.1

Require proponents of non-agricultural water intensive land uses, which are determined to use more water than the previous use, to mitigate groundwater impacts.

Program OCR 9.1-A

Review existing agreements to provide for the continued use of surface water for recharge and explore means of ensuring continued surface water delivery for recharge during drought periods.

POLICY OCR 9.2

Protect existing groundwater recharge basins and seek the establishment of new basins within and around the City of Hanford.

Program OCR 9.2-A

Coordinate flood control efforts within new development to promote establishment of detention basins which enhance local groundwater recharge.

OBJECTIVE OCR 10

Ensure groundwater quality is maintained at a satisfactory level for domestic water consumption.

POLICY OCR 10.1

Avoid degradation of groundwater reserves by domestic and industrial land uses.

Program OCR 10.1-A

Seek to connect unincorporated development within the urban fringe to the sewage treatment network.

Program OCR 10.1-B

Require proponents of industrial-oriented projects to submit proposals for water use. Encourage the reuse of water within industrial systems.

POLICY OCR 10.2

Seek resolution of concerns related to arsenic levels within the City of

Hanford groundwater standards.

Program OCR 10.2-A

Continue to drill all new wells to depths that ensure acceptable water quality for domestic use.

ENERGY

***Objectives Policies
&
Programs***

OBJECTIVE OCR 11 (AQ)

Conserve non-renewable energy resources and maximize the use of renewable energy resources.

POLICY OCR 11.1

Encourage more efficient use of private vehicles and increased use of mass transit and alternative transportation modes.

POLICY OCR 11.2

Encourage the retrofitting of existing buildings to be energy efficient.

POLICY OCR 11.3

Require water conservation and energy efficiency techniques to be incorporated into the design of all development projects.

POLICY OCR 11.4

Support recycling activities throughout the City.

POLICY OCR 11.5

In addition to the energy regulations of Title 24, the energy efficiency of new development shall be promoted.

Program OCR 11.5-A

The City shall encourage through education and/or incentives energy efficient development design. Possible energy efficient design techniques include: provisions for solar access; building siting to maximize natural heating and cooling; and landscaping to aid passive cooling and the protection from winter winds.

**HISTORIC/
CULTURAL
RESOURCES**

***Objectives Policies
&
Programs***

OBJECTIVE OCR 12

Preserve and establish cultural and historic resources.

POLICY OCR 12.1

Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.

Program OCR 12.1-A

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield on any project that could have an impact on cultural resources.

Program OCR 12.1-B

Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources at a development site. If avoidance is infeasible, require site testing by a qualified archeologist to determine the significance of the resources, and implement recommended mitigation measures.

Program OCR 12.1-C

Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources.

POLICY OCR 12.2

Promote the preservation and restoration of historical sites and structures within the General Plan Area that are significant to the City's or the region's cultural or historic background.

Program OCR 12.2-A

Maintain the Historic Resources Combining District in the Hanford Zoning Ordinance.

Program OCR 12.2-B

Identify historic structures within the General Plan Area and, where appropriate, promote the inclusion of these structures on the State's Inventory of Historic Sites and the National Register of Historic Places. Work with property owners in seeking registration of historical structures as State Historic Landmarks or listing on the National Register of Historic Places.

**RECREATION
Objectives, Policies
&
Programs**

OBJECTIVE OCR 13

Maximize public value from open space for recreational uses.

POLICY OCR 13.1

Secure public access to open space to the maximum extent feasible.

POLICY OCR 13.2

Actively participate with other governmental entities (cities, county, state, and federal) or agencies in the acquisition, management, and use of recreational/open space lands and facilities of mutual interest.

Program OCR 13.2-A

Where a project involves potential open space, natural resource reserves, or recreational lands of interest to more than one entity, the City shall work cooperatively with the other involved agencies.

Program OCR 13.2-B

To the extent feasible, large storm drainage facilities shall be designed

to accommodate community open space use.

Program OCR 13.2-C

The City shall work to identify and promote potential shared arrangements for owning, improving, and managing open space/conservation/recreational areas of mutual interest.

OBJECTIVE OCR 14

Develop public parklands at the neighborhood and community levels to meet the recreational needs of current and future residents of Hanford.

POLICY OCR 14.1

Establish Neighborhood Parks at a ratio of 1.5 acres of parkland per 1,000 residents.

Program OCR 14.1-A

Neighborhood Parks shall be of an efficient size for operation and maintenance, generally between 2 and 5 acres.

Program OCR 14.1-B (AQ)

Neighborhood parks shall have a general service area of approximately 1/2 mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Program OCR 14.1-C

Neighborhood Parks shall be designed to promote a safe and clean environment for recreation. The City will encourage development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.

Program OCR 14.1-D (AQ)

Whenever possible, Neighborhood Parks shall be developed in conjunction with elementary schools.

POLICY OCR 14.2

Establish Community Parks at a ratio of 2.0 acres of parkland per 1,000 residents.

Program OCR 14.2-A

Community Parks shall be of an efficient size for operation and maintenance, generally between 20 and 40 acres.

Program OCR 14.2-B (AQ)

Community parks shall have a general service area of approximately 2 mile radius, and situated to provide adequate access to arterial and collector streets.

Program OCR 14.2-C

Community Parks shall be designed to promote a safe and clean

environment for recreation. The City will encourage development to avoid common rear and side yard property lines with residential uses.

Design of the park shall allow visibility from the road.

Program OCR 14.2-D

Whenever possible, Parks shall be developed in conjunction with other non-conflicting uses such as storm drainage basins, water recharge, water production and noise attenuation measures.

OBJECTIVE OCR 15

Encourage the development of private recreational facilities for residential projects.

POLICY OCR 15.1

Private recreational facilities shall be encouraged in multiple family residential developments of over 5 units in size, in order to meet a portion of the open space and recreation needs generated by that development.

POLICY OCR 15.2

Private recreational facilities shall be encouraged in residential planned developments of over 1 acre in size, in order to meet a portion of the open space and recreation needs generated by that development.

OBJECTIVE OCR 16

Encourage the use of landscaped open space as a buffer between potentially non-compatible land uses.

POLICY OCR 16.1

The City shall work with Caltrans, the railroad company, and developers to create a landscaped open space corridor through the residential area of the Burlington Northern & Santa Fe Railroad.

Program OCR 16.1-A

The City shall require Caltrans, the railroad company, and/or developers to provide a landscaped buffer through the residential area within the 65 dB L_{dn} noise contour line of the Burlington Northern & Santa Fe Railroad. The buffer shall contain landscaping, primarily trees that obscure the view of the railroad from the residential area and contribute to noise attenuation:

(End of OCR Element)

HAZARDS MANAGEMENT ELEMENT

(Seismic Safety, Safety, Noise & Air Quality)

INTRODUCTION

The Hazards Management Element includes the Seismic Safety, Safety, Noise, and Air Quality sections of the General Plan. This Element provides policy direction to other elements of the General Plan, primarily land Use, Circulation, Open Space and Conservation. The Air Quality Section is not mandated by State law, but as the San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted their plan, they have included a control measure for cities and counties to adopt air quality elements.

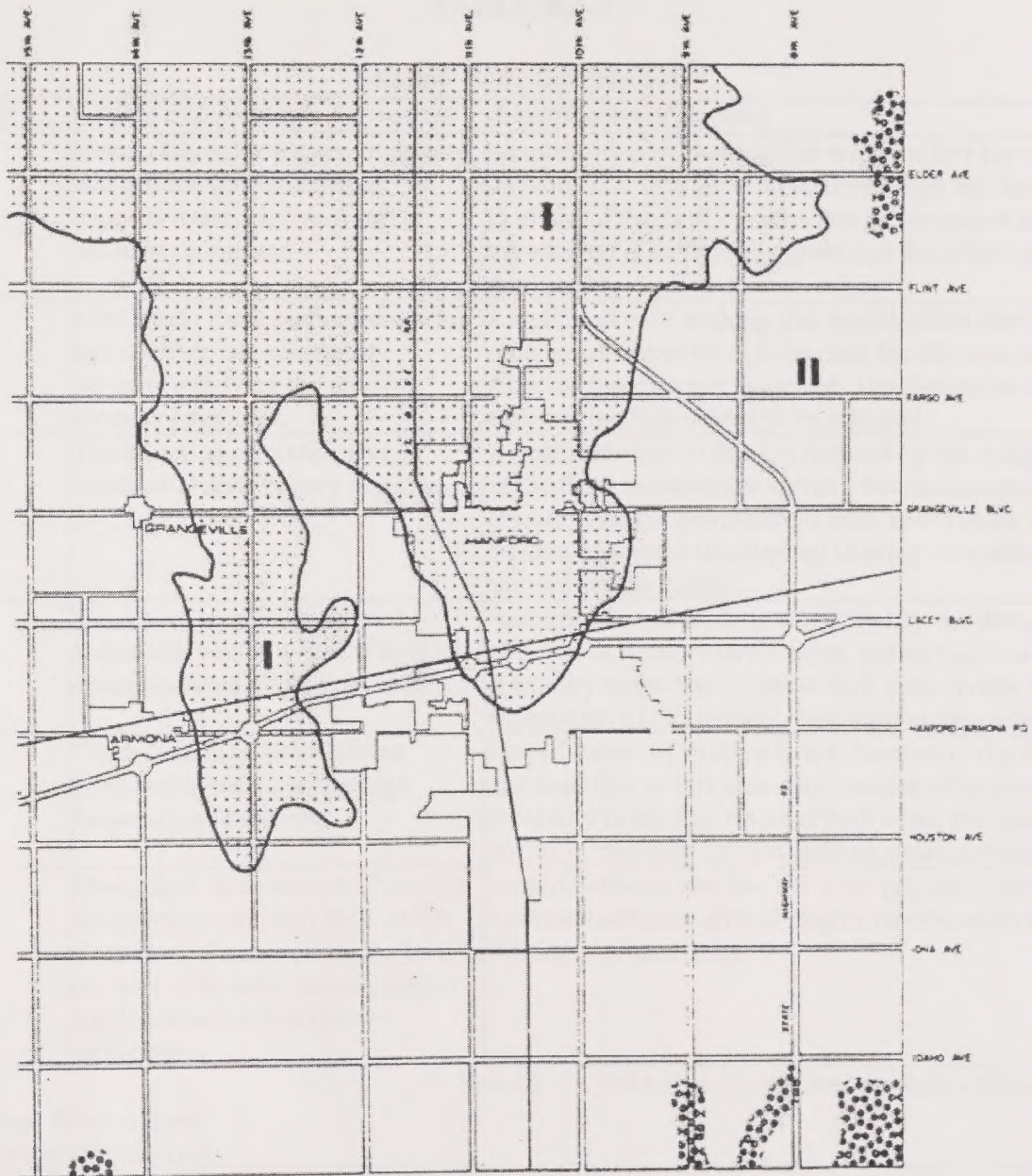
Air Quality Element guidelines have been prepared by the SJVAPCD that result in a comprehensive approach to a regional issue. This plan has addressed many of the issues raised by the SJVAPCD in each of the various General Plan Elements. The Air Quality Section of the General Plan includes cross-references to Goals, Objectives, Policies and Programs found throughout the plan.

The Seismic Safety Element prepared for Kings County (Five County Seismic Safety Element, 1974) and adopted by the City of Hanford remains the primary technical instrument for developing General Plan policies. From that resource, other aspects of the Safety Element can be developed in common with neighboring jurisdictions. For example, establishing and maintaining disaster evacuation routes requires the cooperation of cities and the County. There are similar and mutually supporting relationships established for the various public safety activities. Fire suppression and police services are excellent examples of sharing resources in situations where life and property are endangered.

SEISMIC SAFETY

Hanford is relatively free from seismic hazards. The nearest recent seismic occurrence was in Coalinga in 1983, some 40 miles to the west. While there are no known active faults within the Planning Area, most of the Valley could be subject to ground movement and shaking as a result of distant earthquakes or slippage along established faults. (An active fault is defined as having had movement at least once during the last 11,000 years.) It is also possible, though not likely, that previously unknown faults could become active.

The Hanford area has experienced several noticeable shocks from earthquakes over the past few years. The most serious recent earthquake occurred during the spring of 1983, near Coalinga, but the distance of the earthquake from Hanford was too great to cause local damage. [Hanford Cogeneration Project: Draft Environmental Impact Report, October 1987] Similar recent quakes with epicenters near the Mammoth area, more than 100 miles to the north on the eastern slopes of the Sierra Nevada, were felt in Hanford, but did not cause local damage. [Kings County Regional Planning Agency (KCRPA), 1974]

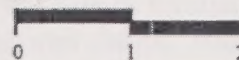


LEGEND

-  Nord Kimberlina
-  Nord Elder
-  Kimberlina - Traver

Source: Soil Conservation Service

Scale



SOILS MAP

FIGURE HZ-1

TABLE HZ-1

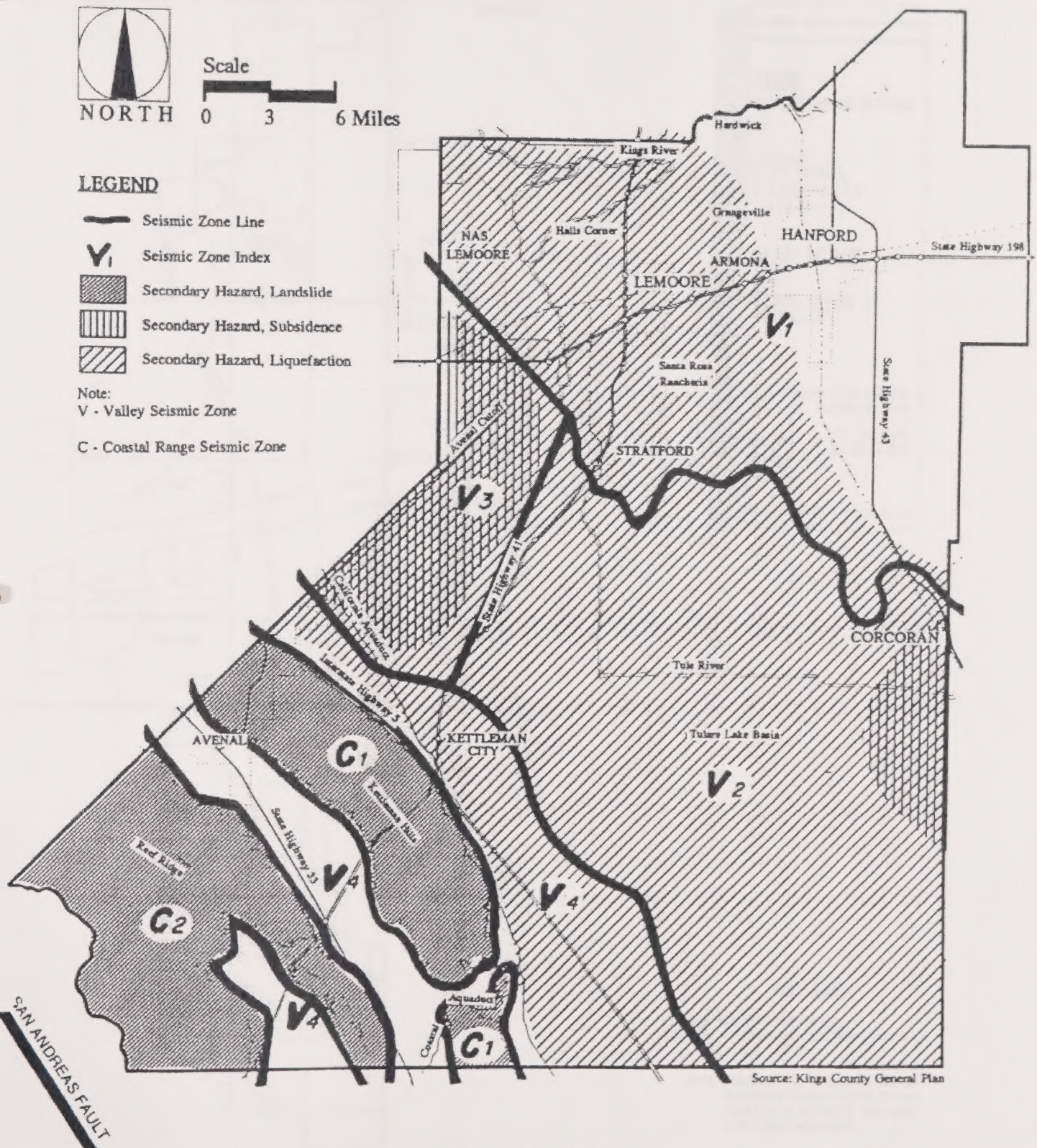
Seismic Zone Description

<i>Seismic Zone</i>	<i>Generalized Geologic Formations</i>	<i>Amplification of Shaking</i>
VI ¹	Moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex.	Amplification of shaking that would affect low to medium-rise structures is relatively high but the distance to either of the fault systems that are expected sources of the shaking is sufficiently great that the effect should be minimal.
V2 ¹	Moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex.	Amplification of shaking that would affect low to medium-rise structures is low and the distance to the San Andreas fault zone is moderate. The combined effect is that shaking is expected to be minimal.
V3 ¹	Thick section of marine and continental sedimentary deposits.	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but the moderate proximity of the San Andreas fault zone results in a moderate increase in expected shaking over that for the east side of the valley.
V4 ¹	Thick section of consolidated sedimentary units overlain by thick unconsolidated alluvial fan deposits.	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but its moderately close proximity to the San Andreas fault zone results in the expectation of moderately high shaking characteristics.
C1 ²	Thick section of consolidated sedimentary units, with a high frequency of exposure.	Amplification of shaking is low because of the firm nature of the surface in this area. But because of its close proximity to the San Andreas fault zone, the combination results in moderate to high shaking characteristics.
C2 ²	Moderately thick section of marine sedimentary rock unit with a high frequency of exposure throughout the area, with some metamorphics locally, which are of minor importance.	Amplification is low, but the close proximity of the San Andreas fault zone should result in moderate to high shaking characteristics.

Source: 1974 Five County Seismic Safety Element

¹ Valley Floor Seismic Zone² Coastal Range Seismic ZoneHANFORD
EMERGENCY PLAN

The City of Hanford has an adopted Emergency Plan that will guide the City's activities in the case of a major emergency. The Plan has been developed in accordance with Section 6-5 of Chapter 6 of the Code of Ordinances, County of Kings, providing for Disaster Council powers and duties. Hanford Municipal Code designates the City Manager as Director of Emergency Service. The Emergency Plan is a collection of chapters that define the responsibilities of city staff in response to emergency situations. Each chapter within the Plan addresses one of the individual City departments. The Plan presents detailed responsibilities for key departmental positions and includes procedures and information for contacting staff that is not on duty at the time



SEISMIC SAFETY MAP

FIGURE HZ-2

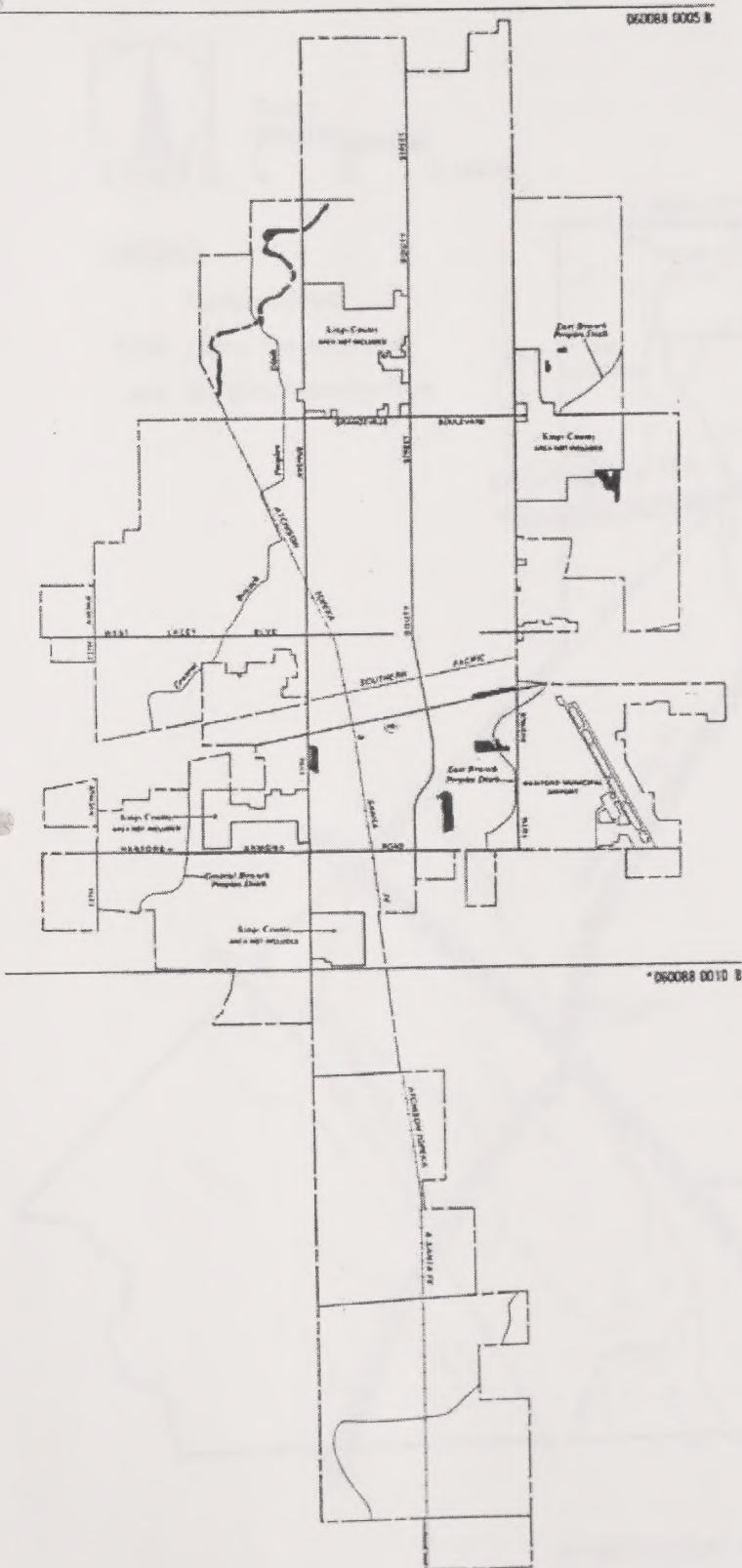
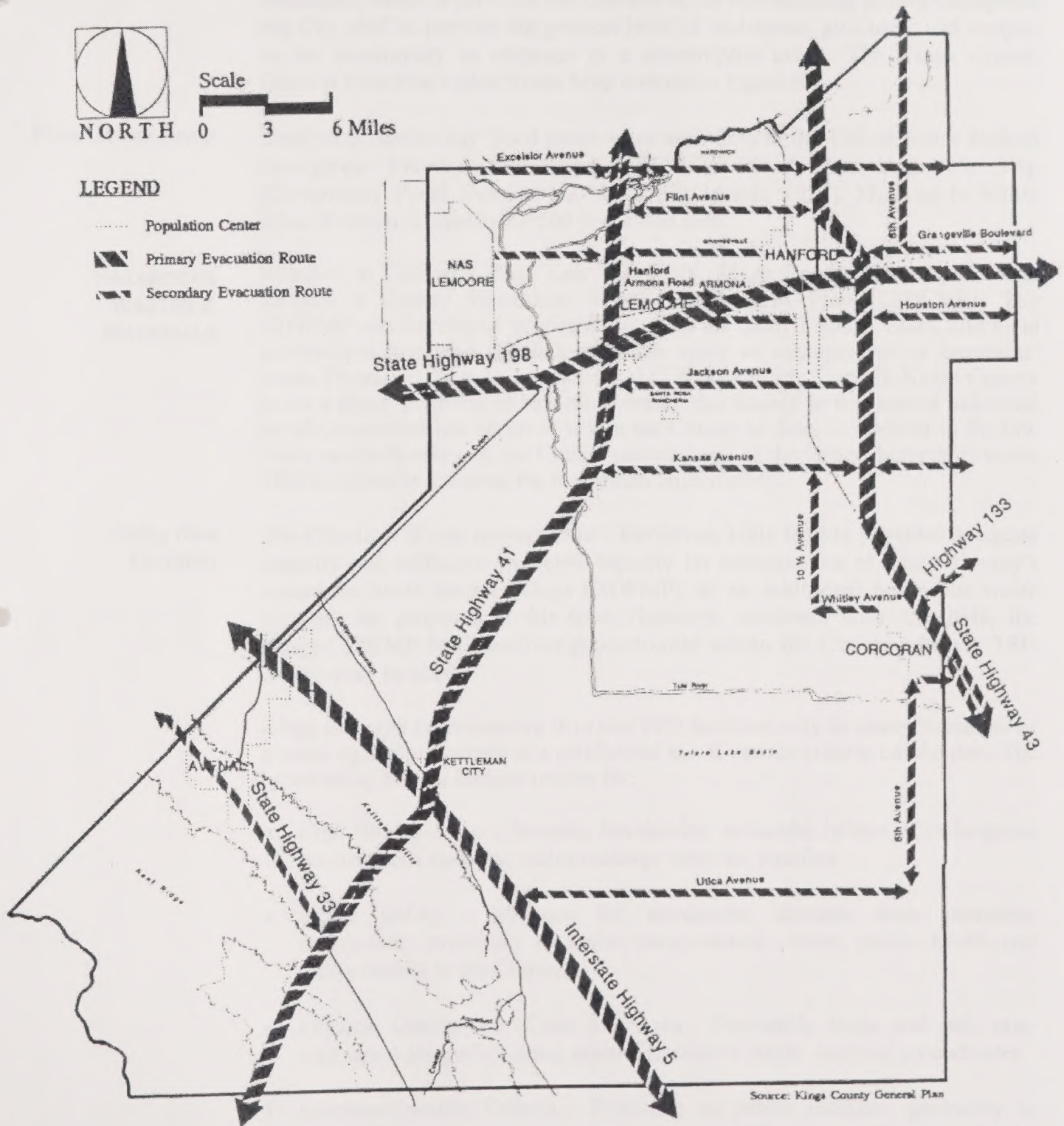


FIGURE HZ-3



EVACUATION ROUTE MAP

FIGURE HZ-4

of the emergency. The Emergency Plan does not address specific emergency situations, rather, it provides the framework for coordinating efforts throughout the City staff to provide the greatest level of assistance, guidance, and support to the community in response to a catastrophic event. The Kings County General Plan Evacuation Route Map is shown in Figure HZ-4.

Flood Prone Areas

Hanford is outside any flood prone areas according to the United States Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (Community Panel Number 0600860075B, March, 1987). Hanford is within Zone X which is outside the 500 year flood area.

HAZARDOUS WASTES & MATERIALS

Pursuant to California State Law, AB 2948, Kings County has prepared and adopted a County Hazardous Waste Management Plan (CHWMP). The CHWMP was developed in compliance with the many Federal, State, and local government laws and regulations which apply to management of hazardous waste Treatment, Storage, and Disposal (TSD) facilities. Overall, Kings County is not a major producer of hazardous waste, due mainly to the limited industrial development that has occurred within the County to date. In contrast to the low waste production levels, the County contains one of the largest hazardous waste TSD facilities in the state, the Kettleman Hills facility.

Siting New Facilities

The Chemical Waste management - Kettleman Hills facility provides adequate capacity and sufficient projected capacity for management of Kings County's hazardous waste stream (Kings CHWMP), so no additional hazardous waste facilities are proposed at this time. However, consistent with AB 2948, the Kings CHWMP has identified general areas within the County where a TSD facility may be sited.

Kings County's current intent is to site TSD facilities only in heavy industrial or general agriculture zones as a conditional use if certain criteria can be met. The broad siting criteria include review for:

- High Hazard Areas - Seismic; floodplains; wetlands; habitat of endangered species; soils stability; major recharge areas for aquifers
- Public Safety - Distance for residences; distance from immobile populations; proximity to major transportation routes; public health and safety benefit to the County.
- Physical Limitations of the Site Area - Permeable strata and soil; non-attainment air quality areas; prime agricultural lands; depth of groundwater.
- Location-Specific Criteria - Proximity to public facilities; proximity to waste generation streams; industrial, commercial and specially zones lands; recreation cultural and aesthetic areas; mineral resources areas, military lands; other State, Federal and Indian lands.

Transportation of Hazardous Wastes

Transportation is among the greatest risks associated with hazardous waste management programs. Given the capacity of the Kettleman Hills facility and

the many waste generators shipping hazardous materials to the facility, there is a significant potential risk to the Hanford community associated with transportation related hazardous waste incidents.

The Kings CHWMP seeks to minimize the risk of transportation related incident through designating routes for hazardous waste transport. At present, the CHWMP only indicates that transport should occur on the most major road possible. Roadways are defined in a three-tier classification of minor roads, arterial or collector roads and state and interstate routes. The CHWMP suggests that transport should be maximized on the highest tier roads, or highways and freeways, and minimized on the lowest tier, or minor roads, to the extent feasible. Additional considerations of overall safety and economy of routes will be considered in designating specific transport routes. In cooperation with the Cities and California Highway Patrol Kings County has designated specific routes for transport of hazardous wastes.

Aerial Spray Operations

An area of special concern regarding hazardous materials is the aerial spraying of agricultural crops. This method of application requires regular washing and rinsing of tanks after applications. Over the years, residues have accumulated and toxic problems have developed. Currently, the City of Hanford policy does not allow aerial operators based at the Hanford airport to wash or rinse tanks at the airport. The long-range solution for this situation may be to develop special facilities for the disposal of this waste.

Site Specific Hazards

Site specific hazardous material locations may exist within the Hanford Planning Area that have not yet been identified. Laws and regulations for handling hazardous materials and waste as well as a broadening definition of hazardous materials have occurred within the past 10 years. Past practices of material disposal now could define certain areas as hazardous material locations and require regulated clean up. These locations may range from farming operations to industrial sites and as Hanford grows some of these potential sites may be converted to new uses which will disturb soils potentially containing hazardous materials and have the potential of exposing residents to these hazards. As part of the development approval process the importance of site assessments, especially where the presence of potentially hazardous materials is suspected, can not be overlooked. Many lending institutions now require a "Preliminary Site Assessment" (PSA) as part of their due diligence in making development loans. The City may as part of its development approval process may also require a PSA as part of the initial environmental assessment to ensure that potentially hazardous conditions do not exist, or to trigger additional study to abate conditions where they do exist.

PUBLIC SAFETY

The Safety Element also includes urban and wildland fire considerations. Generally, Hanford is free from major wildland fire hazards. Among the important issues with regard to fire safety and suppression is the placement of fire stations within a reasonable response to urban uses in the City. Accompanying the adequate equipment and strategic location of fire stations, is the need to provide for adequate fire flow in water systems (including fire hydrants) and adequate standards for roadway access to serve fire equipment.

Other issues relate to transportation and storage of hazardous or potentially hazardous materials. Public safety concerns often surface in the Safety Element while considering canals, street lighting, perimeter security lighting, pedestrian trails and paths, and overall law enforcement level-of-service in the City. This is particularly important with the consistency required between the City's Capital Improvement Program and the General Plan where new or expanded public facilities are programmed.

***Fire Services* Personnel and Future Demand**

The Hanford Fire Department currently operates with full staff and volunteers. Fire Dispatch is handled through the Hanford Police Department.

The number and kind of vehicles available to the Fire Department will substantially depend on the type of development occurring in the City. An additional factor is the age of current equipment and the need to replace this older equipment with modern fire fighting apparatus. Additional fire fighting equipment will be required as urban growth demands new fire stations to be constructed.

Service Locations and Future Demand

The City of Hanford is currently served by two fire stations. Station No.1 is a 10,000 sq.ft. facility located at 350 W. Grangeville Blvd. Station No.2 is a 4,500 sq.ft. facility located at 10553 Houston Avenue. Station service areas are designed to allow for an approximate 5 minute response time which is the acceptable standard for the City of Hanford. Most of the existing City falls within the 5 minute response time contour from the current stations. Growth of the City to the east or west will begin to place more development outside the acceptable response time contours. Based on population and area of growth considered by the Land Use Map, two additional fire stations are needed to maintain acceptable standards. One future station should be located near 12th Avenue south of Highway 198, and a second station should be located near East lacey Blvd. north of Highway 198.

Community Programs

Fire safety education programs consist primarily of a school fire safety program, spring clean-up, fire prevention week activities, earthquake safety, burn awareness, poison control, and commercial kitchen safety.

An annual fire safety program is provided for school children (kindergarten through sixth grade) and a preschool program is available upon request. Tours of fire stations are also conducted for school children.

During fire prevention week, fire safety education programs and displays are provided for the general public and to all Hanford Elementary Schools.

Project Development Review

The Planning Department refers appropriate project applications to the Fire Department for review and comment. This review includes topics such as access, alarm systems, need for on-site suppression systems (sprinklers), addressing locations, hydrant location, etc. Comments and recommendations of the HPD are forwarded to the Planning Department for inclusion as development conditions.

Service to Unincorporated Areas

The Kings County Fire Department provides services to the unincorporated area surrounding the City. Given the level of urban development and the uncertainty of boundaries near the City limits, a joint response including City Fire Department is typical. Actual responsibility is determined at the scene.

Police Services**Personnel and Future Demand**

The Hanford Police Department (HPD) currently operates out of a single station located at 425 North Irwin Street. This facility, while adequate for current programs and community demands, offers little room for expansion to meet increasing needs of the police services. As growth continues in Hanford additional sworn officers and support staff will be required. Expanding personnel requires significant capital investment for equipment such as vehicles, law enforcement supplies, and office space. The Police Department dispatches both for police and fire services.

Community Programs

The HPD currently provides two educational programs for the Hanford Elementary School District. Each fall, the Stop On A Dime program provides education and safety awareness to elementary school students regarding traffic safety. Another elementary school program, Drug Abuse Resistance Education (DARE), is aimed at reducing and avoiding drug abuse problems at an early age. The DARE program is co-funded by the Hanford Elementary School District and the HPD. The HPD would like to expand the DARE program to include high school students as part of developing a School Resource Officer program.

Development Project Review

The Planning Department refers appropriate project applications to the Police Department for review and comment. This review includes topics such as lighting, alarm systems, and access. Comments and recommendations of the HPD are forwarded to the Planning Department for inclusion as development conditions.

Service to Unincorporated Areas

The Kings County Sheriffs Department is responsible for law enforcement within the unincorporated areas surrounding the City of Hanford. In the event that the Sheriff's Department requires assistance or is unable to respond, the HPD will dispatch officers as needed, per request of the Sheriff's Department watch supervisor. The Sheriff's Department has full law enforcement authority in the unincorporated areas of Kings County, and the California Highway Patrol has full traffic enforcement responsibility in unincorporated areas of the County.

HANFORD AIRPORT

The Hanford Airport Master Plan was adopted by the City in 1994. This Plan addresses a 20 year time frame. The plan forecasts a growth in aircraft activity from a 1991 level of about 35,000 operations to over 63,000 by the year 2011. The number of fixed base operators is expected to increase from 64 to over 105 in the same time frame. The City has completed the extension of the runway by 1,893 feet for a total length of 5,855 feet. This will allow aircraft to take off earlier, and turn out of the pattern earlier than currently, which should improve safety. The General Plan includes the effects of additional aircraft and noise in the Hazards Element.

The General Plan Land Use Element encourages the use of appropriately located land at the Airport for light industrial, service commercial, and airport oriented office space. Such development must be consistent with the compatibility criteria established in the Airport Master Plan.

NOISE

Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life. In this way, it is a form of energy waste from human activities.

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communication and therefore are generally allowed in noisier environments. Some industrial areas generate loud noises that would interfere more with communication than all but the highest exterior noise levels.

The major noise sources of concern are State Highway 198, Highway 43, Burlington Northern and Santa Fe Railroad, and San Joaquin Valley Railroad.

As the City builds-out traffic will increase on arterial and collector streets. As this traffic increases so will the noise associated with the traffic. As noise increases additional means of mitigating noise impacts on residents will be required. The most common means of mitigation are set-backs, noise barriers, and insulation. Although construction activities associated with public works projects or private development occur throughout the City, they are generally localized and temporary. There is a vehicle racetrack at the Kings County Fairgrounds located in the City of Hanford. On the average, there are about 17 races scheduled for the racing season. In addition to the main categories of racing vehicles, there are also a number of races scheduled for midget cars. From a noise standpoint, these races are much less significant.

The Policies and Programs contained in the Noise Element, as well as those contained in the land Use, Circulation, and Open Space and Conservation Element will ensure that noise will be at an acceptable and safe level throughout the City.

AIR QUALITY

Hanford's air quality is affected by development that occurs within its boundaries, but more significantly by the balance of activities within the San Joaquin Valley. Improvement to air quality is a regional, state, and national problem and all of the various levels of government must work together to achieve an integrated set of policies and programs to address elements of the problem. Progress has been made since the 1960's since emission control efforts began. Regulations on vehicle emissions and industrial sources have improved air quality, but standards for several pollutants are still frequently exceeded in the San Joaquin Valley. Even the San Joaquin Valley Air Pollution Control District (SJVAPCD) cannot predict when state or federal standards will be achieved despite new technologies and new control measures expected in the next few years. Local air quality programs that reduce vehicle trips, and miles traveled can be a significant source of emission reductions. For this reason, the 1991 Air Quality Attainment Plan for the San Joaquin Valley includes a control measure to encourage cities and counties to adopt air quality elements.

The land use design, circulation system, and open space and conservation approach pursued in the Hanford General Plan emphasizes public transit accessibility, pedestrian facilities, and bicycling as a recreational activity. Objectives, policies, and programs contained in these General Plan Elements support and implement most of the SJVAPCD air quality recommendations and are designated with AQ in parenthesis behind the Objective, Policy or Program. For a complete listing of the Goals, Objectives, Policies and Programs designed to implement the model Air Quality Element, please see Appendix B.

GOAL The Goal of the Hazards Element is to:

- **Minimize the community's exposure to harmful impacts caused by natural or man made hazards and noise.**

**Objectives Policies
& Programs****OBJECTIVE HZ 1****Protect Hanford from hazards associated with the natural environment.****POLICY HZ 1.1**

Minimize risks of personal injury and property damage associated with natural hazards.

Program HZ 1.1-A

Participate in state and County programs to educate the residents on procedures regarding preparedness and response to natural disasters, providing information describing procedures and evacuation routes to be followed in the event of a disaster.

Program HZ 1.1-B

Design consideration shall be given for future evacuation routes as a component of the street construction and improvement programs of the City. The City shall coordinate its planning and design efforts with other agencies including Kings County and CAL TRANS.

POLICY HZ 1.2

Mitigate potential adverse impacts of geologic and seismic hazards.

Program HZ 1.2-A

Where questionable conditions exist, require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities.

Program HZ 1.2-B

Require that underground utilities be designed to withstand seismic forces.

Program HZ 1.2-C

Continue to incorporate appropriate earthquake prevention standards into the city uniform building codes and require that all new structures be engineered to meet seismic safety code standards.

POLICY HZ 1.3

Minimize fire hazards within the Hanford Planning Area.

Program HZ 1.3-A

Implement the goals, objectives and requirements as identified in the City of Hanford Fire Protection Master Plan that is hereby incorporated by reference into the General Plan.

Program HZ 1.3-B

The City shall minimize the dependencies of new commercial, industrial, and mixed-use developments on fire fighting personnel and equipment by requiring on-site fire suppression systems that include sprinklers and pumps, as necessary.

Program HZ 1.3-C

The City shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.

Program HZ 1.3-D

All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted UBC and related regulations.

OBJECTIVE 2

Protect the citizens of Hanford and its environment from exposure to hazardous materials or waste.

POLICY HZ 2.1

Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford shall be evaluated in the project review process.

Program HZ 2.1-A

Coordinate with Kings County to provide educational opportunities for generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

Program HZ 2.1-B

Adopt current versions of the Uniform Fire Code to regulate the storage of hazardous substances.

Program HZ 2.1-C

Restrict the storage of hazardous material in industrial areas which are located near sensitive receptors.

Program HZ 2.1-D (AQ)

Consider the emission of toxic air contaminants from existing facilities when siting new sensitive receptors near such a source. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

Program HZ 2.1-E

Coordinate with the California Highway Patrol to maintain designated travel routes through the Hanford Area for vehicles transporting hazardous materials.

Program HZ 2.1-F

Coordinate with the Kings County Health Department for the implementation of the Hazardous Material Disclosure Law.

Program HZ 2.1G (AQ)

Identify potential users and producers of hazardous materials at the time

of permit application and mitigate dangers associated with these materials. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

Program HZ 2.1-H (AQ)

Land uses using, storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

OBJECTIVE HZ 3

Provide high quality emergency services to protect life and property in the City of Hanford.

POLICY HZ 3.1

Provide for efficient and cost effective fire and emergency medical service to minimize potential injury, loss or destruction to persons or property.

Program HZ 3.1-A

Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

Program HZ 3.1-B

Potential fire hazards shall be identified in project review and shall be mitigated to an acceptable level.

Program HZ 3.1-C

To the extent feasible the City shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.

Program HZ 3.1-D

Maintain mutual aid with Kings County, City of Lemoore, and Lemoore Naval Air Station Fire Departments, and the California Division of Forestry.

Program HZ 3.1-E

Maintain emergency fire dispatch services at an acceptable level and the extent feasible maintain mutual aid communications channels with Kings County Central Dispatch.

POLICY HZ 3.2

Implement the Emergency Preparedness Plan.

Program HZ 3.2-A

Update the Emergency Preparedness Plan annually to respond to changes in land use, population and incorporated city boundaries, including: evacuation routes; location of critical facilities; peak load water supply requirements; minimum road widths and turning radii; and identification of the population at risk.

Program HZ 3.2-B

Coordinate with Kings County, Federal Emergency Management Agency, office of Emergency Services, in reducing community risk in the event of a disaster through Emergency Preparedness Plan preparation and disaster drills.

Program HZ 3.2-C

Coordinate City evacuation routes with Kings County's emergency evacuation routes.

Program HZ 3.2-D

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

POLICY HZ 3.3

Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Program HZ 3.3-A

Maintain the 911 emergency system, and promote Neighborhood Watch systems and similar crime prevention activities and programs through schools and community organizations.

Program HZ 3.3-B

Design public and private spaces to minimize opportunities for criminal activity.

Program HZ 3.3-C

Maintain mutual aid with Kings County and neighboring County law enforcement agencies and the California Highway Patrol.

Program HZ 3.3-D

Law enforcement hazards shall be identified in project review and shall be prevented or mitigated to an acceptable level.

POLICY HZ 3.4

Facility and equipment needs of the Hanford Fire Department and Police Department shall be considered in the review of new development and mitigated to an acceptable level.

Program HZ 3.4-A

Requirements for additional fire stations and equipment shall be considered in Capital Improvement Programs and development fees.

Program HZ 3.4-B

Requirements for expanded police department facilities and equipment shall be considered in Capital Improvement Programs and development impact fees.

OBJECTIVE HZ 4

Protect the safety of persons on the ground from aircraft crash hazard potentials, and protect the safety of aircraft in flight.

POLICY HZ 4.1

Hanford shall participate in the development of an Airport Master Plan for the Hanford Airport.

Program HZ 4.1-A

Continue to work with the Federal Aviation Administration and the California Division of Aeronautics to prepare and implement the Hanford Airport Master Plan and associated environmental documents.

Program HZ 4.1-B

Acquire land to implement the Airport Master Plan as necessary.

POLICY HZ 4.2

Hanford shall participate in the development of an Airport land Use Plan for the environs of the Hanford Airport.

Program HZ 4.2-A

The Land Use Element of the Hanford General Plan and the Hanford Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Compatibility Zones A and B of the Hanford Airport Land Use Compatibility Plan. Compatibility Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Compatibility Zone A:

- *No new residential construction.*
- *No new schools, churches, or other facilities accommodating large groups of people.*
- *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations.*
- *No new structure shall be built within 300 feet of the centerline of the runway or 1,000 feet from the ends of the*

runway.

Compatibility Zone B is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Compatibility Zone B:

- *Creation of new residential lots will be prohibited.*
- *New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards.*
- *No new schools, churches, or other facilities accommodating large groups of people may be constructed.*
- *Height limitations of structures shall be in conformance with Federal Aviation Administration regulations ([FAR] Part 77).*
- *No new structure may be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.*

POLICY HZ 4.3

The Kings County Airport land Use Compatibility Plan will be incorporated by reference into the City of Hanford General Plan once adopted.

OBJECTIVE HZ 5

Minimize risks of personal injury associated with potential hazards in the man made environment.

POLICY HZ 5.1

Public safety hazards associated with irrigation canals and drainage areas shall be minimized by fencing or restricting access.

Program HZ 5.1-A

Establish design criteria for publicly accessible irrigation facilities, slough remnants, detention basins and drainage facilities to minimize potential for accidents and injury.

Program HZ 5.1-B

Participate with canal owner and operators, to ensure that City operated facilities have properly located hazard warning signs.

OBJECTIVE HZ 6

Protect the residents of Hanford from the harmful and annoying effect of excessive noise and protect the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-

producing uses.

POLICY HZ 6.1

Ground transportation noise: The compatibility of proposed projects with existing and future noise levels due to ground transportation noise sources shall be evaluated in relation to Table HZ-2. Noise levels in outdoor activity areas and interior spaces shall be mitigated to the levels shown in Table HZ-2.

Table HZ-2

Maximum Allowable Noise Exposure to Ground Transportation Noise Sources

Land Use	Outdoor Activity Areas ^a	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ^b
Residential	60 ^c	45	--
Transient lodging	60 ^c	45	--
Hospitals, nursing homes	60 ^c	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60 ^c	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

Notes:

a Where the location of outdoor activity areas is unknown, the exterior noise-level standard shall be applied to the property line of the receiving land use.

b As determined for a typical worst case hour during periods of use.

c Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

-- = not applicable

L_{dn} = Day-Night Average Sound level

CNEL = Community Noise Equivalent Level

dB = Decibels

L_{eq} = Noise Equivalent Level

Source: Brown-Buntin Associates 1991

POLICY HZ 6.2

The City shall work with Caltrans, the railroad company, and developers to create a landscaped open space corridor through the residential area of the Burlington of the Northern & Santa Fe Railroad.

Program HZ 6.2-A

The City shall require Caltrans, the railroad company, and/or developers to provide a landscaped buffer through the residential area within the 65 dB L_{dn} noise contour line of the Burlington Northern &

Santa Fe Railroad and San Joaquin Rail Road. The buffer shall contain landscaping, primarily trees that obscure the view of the railroad from the residential area .

POLICY HZ 6.3

Aircraft noise: All new land use proposals shall be evaluated against the land use policies of the Kings County Airport land Use Compatibility Plan (KCALUP) for aircraft-generated community noise.

Program HZ 6.3-A

All residential development shall be restricted to areas where outdoor noise levels are less than 65 dB CNEL and shall be prohibited in those areas which are greater than 65 dB CNEL except those areas that were designated for residential development prior to the adoption of the General Plan Noise Standards. In those areas, residential uses may be permitted within the 65 to 70 dBA CNEL Noise Contour, if the City Council makes findings of "special conditions", as that phrase is defined by the KCALUP.

POLICY HZ 6.4

Non-transportation noise: Noise created by non-transportation noise sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table HZ-3. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards in Table HZ-3, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

POLICY HZ 6.5

Non-transportation noise: New development of noise sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards of Table HZ-3. Where noise sensitive land uses are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the performance standards of Table HZ-3, an acoustical analysis shall be required so that noise mitigation may be included in the project design.

POLICY HZ 6.6

All acoustical analyses required by the Hazards management Element shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate existing and projected (20 year) noise levels in terms of L_{dn} and/or the standards of Table HZ-3, and compare those levels to the policies of this Element.
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this Element. Where the noise source in question

consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Table HZ-3

**Noise-Level Performance Standards for New Projects Affected
By or Including Non-Transportation Sources**

Land Use	Noise-Level Descriptor	Exterior Noise-Level Standard (Applicable at Property Line)		Interior Noise-level Standard	
		Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Residential	L_{eq}	50	45	40	35
	L_{max}	70	65	60	55
Transient lodging, hospitals, nursing homes	L_{max}	--	--	40 60	35 55
Theaters, auditoriums, music halls	L_{eq}	--	--	35	35
Churches, meeting halls	L_{eq}	--	--	40	40
Office buildings	L_{eq}	--	--	45	--
Schools, libraries, museums	L_{eq}	--	--	45	--
Playgrounds, parks	L_{eq}	65	--	--	--

Notes:

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

L_{eq} = Noise Equivalent Level

L_{max} = Maximum Noise Equivalent

POLICY HZ 6.7

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

POLICY HZ 6.8

The City shall require monitoring of compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

POLICY HZ 6.9

The Hanford Police Department shall actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust Systems.

POLICY HZ 6.10

The City shall purchase only equipment and vehicles that comply with noise level performance standards based upon the best available noise reduction technology.

POLICY HZ 6.11

The City shall require all development projects to mitigate noise impacts associated with construction activities.

OBJECTIVE HZ 7 (AQ)

Develop effective communication, cooperation, and coordination in establishing and operating community and regional air quality programs.

POLICY HZ 7.1 (AQ)

The City shall endeavor through the project review and environmental assessment process, to accurately determine and provide for fair and implementable mitigation measures for air quality impacts.

Program HZ 7.1-A (AQ)

Once the SJVAPCD emission thresholds are established, the City will require air quality analysis on projects that exceed those thresholds to be included in environmental documents.

Program HZ 7.1-B (AQ)

Where mitigation measures have been determined to be feasible and implementable, such measures may become recommended conditions of the project approval process.

Program HZ 7.1-C (AQ)

The City will work with other local governmental agencies on a regional basis to develop realistic and implementable basin-wide Air Quality Impact Assessment Guidelines that will provide standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation measures applicable to all cities.

Program HZ 7.1-D (AQ)

Among the environmental review mitigation measures or conditions for development are appropriate air quality mitigation measures recommended by the SJVPCD to reduce particulate emissions from construction, grading, and demolition.

Program HZ 7.1-E (AQ)

Through the environmental assessment and review process, the City will encourage developers to limit fireplace installations in new projects which do not meet EPA Phase II standards. Natural gas, pellet stoves, or other devices that minimize emissions shall be encouraged.

Program HZ 7.1-F (AQ)

Assist the SJVAPCD in implementing District Regulation VIII where appropriate.

POLICY HZ 7.2 (AQ)

Because air quality problems and solutions require regional cooperation and action, Hanford will participate with neighboring and regional jurisdictions in coordinating air quality management programs.

Program HZ 7.2-A (AQ)

Once emissions thresholds are established by the SJVUAPCD, the City will consult with SJVAPCD in the "early consultation process" as recommended by CEQA to determine a reasonable scope of air quality analysis for affected projects.

Program HZ 7.2-B (AQ)

Once the PM 10 emissions reduction program has been determined by the SJVAPCD, the City of Hanford will participate with other neighboring jurisdictions to implement those rules.

POLICY HZ 7.3 (AQ)

Hanford will seek methods to integrate land use, circulation, and air quality planning with neighboring and regional jurisdictions.

(End of Hazards Element)

PUBLIC FACILITIES AND SERVICES ELEMENT

INTRODUCTION

The Public Facilities and Services Element is an optional element of the General Plan that is designed to address the physical and fiscal impacts associated with development. Public facilities covered in this element include water, wastewater, storm drainage and solid waste. Recreation and open space facilities, such as parks, are addressed in the Open Space, Conservation and Recreation Element. Public facilities related to transportation and circulation is addressed in the Circulation Element.

WATER

Supply

Prior to 1958, the California Water Services Company operated the water system in Hanford. The City of Hanford purchased the system in 1958. Hanford relies on ground water for domestic water supply. Deep wells 1,500 feet, below the Corcoran clay layer, provide generally good water quality. The City currently exceeds the Maximum Contaminant Level (MCL) for arsenic in some of the older shallow domestic water wells, with arsenic present at detectable levels in all of the wells. Arsenic is a naturally occurring element that is found in the underlying sediments of the San Joaquin Valley. In cooperation with the State Health Department, the City is pursuing a program to take older wells off-line and replace them with new and deeper wells to reduce the level of arsenic in the water supply system. However, the MCL for arsenic is expected to be lowered (less parts per million) in the near future by the Federal and State regulatory agencies. This new standard will require enhanced treatment of all well water to ensure that the City meets the water quality standards. Such treatment is expensive to install and operate. The cost of domestic water in the City is expected to be increased to compensate for increased treatment and production costs.

During the past drought years of 1976-77, the City adopted an Ordinance for water use and conservation. The City has required water meters on all new construction since 1976. The City recently completed a program to install 2,800 water meters on single family dwellings. Water meter requirements are placed on all swimming pool installations and any addition to a dwelling valued at more than \$5,000. These water conservation measures have reduced average per capita per consumption to 205 gallons per day. Given water supply issues for urban as well as agricultural uses that have surfaced in the San Joaquin Valley, it is not likely that there will be a relaxation in the water conservation efforts of the City.

The City of Hanford adopted an Urban Water Management Plan in April 1997. This Plan outlines the City's objectives and programs to maintain water conservation and meet the forecasted water demands of growth in the community. The Plan was prepared in cooperation with the Kings County Water District.

The domestic water supply system includes two above ground tanks for storage to help meet peak system demands. The City provides water supply from 18 existing wells. At least 3 new wells and 2, 2 million gallon storage tanks are planned within the next five years to accommodate growth and address enhanced water quality standards. These improvements are consistent with the Water System Plan adopted by the City in November 1996. This Plan evaluated the water supply and distribution within the General Plan Urban Limits.

Adding to the City's water conservation efforts, the City adopted a Water Efficient Landscape Ordinance consistent with State Law (Water Conservation Landscape Act). This ordinance limits the amount of turf in landscaping, requires plant groupings according to water needs, and provides flexibility to the landscape designer while promoting landscape water efficiency.

The City is a member of the Kings County Water Education Committee. Representatives of this committee provide education instruction on water conservation to public schools and at civic events.

Water supply appears to be sufficient for the long term with the implementation of ground water recharge programs. Urban growth will increase the demand for ground water and the need to participate in ground water recharge activities. The City's demand on ground water is relatively insignificant compared to the expanding demands from agriculture. It is estimated that urban use is less than 5% of the water pumped in this area. Kings County Water District purchases water for recharge purposes. The City of Hanford maintains more than 150 acres of recharge/sinking basins and slough remnants for storm water runoff. The Kings County Water District uses these for groundwater recharge purposes.

Naturally occurring Arsenic in the ground water supply is a concern in meeting current and future water quality standards. Deeper wells to the north of the City appear to provide better water quality. There are no practical alternatives to ground water supply. A guaranteed source of surface water is not readily available, and the cost of obtaining surface water appears to be prohibitive.

The ultimate limiting constraint is the capacity of the aquifer. Estimates have been made of the quantity of water available in the confined aquifer. As with all renewable natural resources, conservation is important for long term use. There is limited scientific knowledge of the confined aquifer. The City's long term development potential will depend on expanding and documenting this

knowledge and developing cooperative conservation efforts to bank water.

Conservation will remain a priority for the foreseeable future. Reuse of treated wastewater is gaining popularity, but retrofitting existing developed areas is currently impractical. The cost effectiveness of satellite tertiary plants must be evaluated against conservation programs and initial cost for new residential development and open space irrigation needs.

Distribution System

Hanford's system includes 8" to 30" pipes with 12 inch mains laid out on an approximate one mile grid. Expansion of the system will require continued looping of lines and expansion of fire flow reserve facilities. There are few, if any, system constraints for future development.

WASTEWATER *Treatment*

The City's wastewater treatment facility permitted and designed to treat 5.5 mgd and is currently processing approximately 5 million gallons per day in domestic and industrial wastewater. The system is currently undergoing expansion to a design capacity of 8 million gallons per day (mgd). Expansion of the wastewater treatment plant is planned to be complete in 2003 and will provide capacity for growth to 2016.

The City has initiated a program to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and recharge of groundwater supplies for agriculture. The City has obtained a "Master Reclamation Permit" from the Regional Water Quality Control Board for this purpose. Approximately 70-80% of the influent to the wastewater facility reused for agricultural irrigation. Under the regulation of the Regional Water Quality Control Board, this treated wastewater can be used for limited agricultural purposes. At the present time, the City has an agreement with the Lakeside Ditch Company to take the effluent and transport it to agricultural users (the effluent may be mixed with the company's surface water supply when available). The reuse of treated disinfected wastewater accomplishes two important water conservation efforts: 1) the additional supply from the City extends the surface water irrigation season; 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

The City maintains the option of irrigating land it owns. To ensure long-term feasibility of effluent reuse and preserve agricultural land, the City acquired approximately 1,600 acres of land southwest of the community. This land, when connected to the wastewater treatment facility by a pipeline is capable of accepting reusable treated disinfected wastewater for agricultural purposes.

Collection System

While the capacity of the wastewater treatment plant is not an immediate constraint to growth, the capacity of the collection and transportation system is a major constraint in some areas of the City's Planning Area.

To allow growth east of the existing City a major new interceptor line must be installed to connect this area with the wastewater treatment plant. Extending the collection system will be expensive. Extending a traditional collection system appears to be a long-term cost-effective solution to providing sewer service. The public investment in the City's wastewater treatment facility can be maintained and there is efficiency in operating and maintaining a single facility, especially with the organized reuse of treated wastewater already in place.

However, there are other options available to the City to solve the lack of capacity in the collection system. Water reclamation plants have been used in other communities where extension of collection systems have been impractical or there is a need for a source of irrigation water. These satellite tertiary wastewater treatment systems produce reclaimed water for irrigation of open space or potentially certain agricultural crops. Strategic location of such plants, where there are cost advantages, can provide an alternative to extension of sewer interceptors and provide irrigation water for extensive open space needs.

The wastewater collection system is basically a gravity system with lift stations as necessary. A gravity system is the most cost effective and energy conservative system to operate. Major lines are in a north/south orientation directed toward the wastewater treatment plant. A Sewer System Master Plan was prepared in 1990 by Boyle Engineering Corp that contained growth projections and recommended system improvements to accommodate build-out, within the Planning Area of the City. The growth rate assumptions and projected residential densities are consistent with projections contained in this General Plan. Recommended actions to expand the collection system have been implemented by the City with the adoption of Resolutions creating the 12th Avenue and the 9th Avenue Sanitary Sewer Area of Benefit Districts and establishing facility improvement fees for each of the districts.

GROWTH DIRECTION

Among the major land use issues discussed during the 1994 update to the General Plan, was the timing of growth on the east vs. growth on the west. There is remaining capacity in the collection system on the west side of the City. Although there are ways of gaining additional collection capacity on the eastside, these are generally more expensive than "buying in" to a system that has available capacity. Location of available sewer capacity and timing of line extensions have a tremendous growth inducing influence. The present pattern of growth in the City suggests that developers will take advantage of the remaining capacity in the 12th Avenue line in the near term, before constructing the more expensive 9th Avenue interceptor.

It is not foreseeable that the City will have the resources to construct the 9th

Avenue interceptor without the commitment of the property owners benefiting from that improvement. Because of low intensity land use south of Highway 198, and the restrictions placed on development as a result of the airport runway extension, financing an easterly loop of that portion of the 9th Avenue interceptor may be of little interest to property owners in that area. The City is continuing to evaluate alternative routing of the interceptor, possibly using 10th Avenue to extend service to the eastern part of the Planning Area. Without some form of underwriting, residential and commercial development north of Highway 198 may have to bear the cost of that portion of the line.

This constraint could be removed if a new source of funds were to become available for the construction of the interceptor line and the City selected it as a priority for the use of those funds. If it was determined to be economically feasible by the developers, another alternative could be the development of a water intensive use (golf course or open space project) in combination with a water reclamation plant. A reclamation facility approach could address two issues: First, if properly designed, the facility could potentially reclaim some of the existing wastewater for use in open space irrigation freeing up capacity in existing sewer lines. This alternative is not likely to eliminate the need for the 9th Avenue line, but could reduce the size of that line and extend the construction date out into the future. This may allow sufficient funding to be generated in connection with new eastside development to fund the 9th Avenue line. Although this alternative may advance the timing of growth on the eastside, it may not reduce the overall cost since two systems would have to be constructed in the long run. Second, using reclaimed water would directly benefit ground water recharge in that immediate area. Using reclaimed water would also reduce dependency on ground water thereby conserving a valuable resource. The General Plan Land Use Element identifies the potential for a Planned Highway Development at the intersection of Highway 198 and Highway 43. This location is at the outer reaches of the future sewer collection system. Development of this location could be allowed with on-site treatment facilities, provided that it would also construct traditional sewer lines that can be connected to the City's system when within reach. This is an exception to the City's sewerage policies and only allowed under special conditions strictly monitored by the City.

Treatment Capacity

The City's Wastewater Treatment Plant capacity appears to be adequate for the medium and long term. Unless water quality regulations change dramatically there will be a continued reliance on reuse of wastewater for agricultural irrigation. The limitations on agricultural crop irrigation reflect state and federal water quality standards used for irrigation. The City has moved forward in the preservation of farmland, with the acquisition of approximately 1,600 acres of land for reuse of treated wastewater. Advantages of reusing treated wastewater is the rich nitrogen content which lowers the fertilizer demand, lower cost of water, and year-round availability.

Alternatives

Satellite water reclamation plants may provide opportunities for reducing demand on existing collection systems or the need to install new collection systems. Satellite water reclamation plants are more expensive to construct because they produce high quality reclaimed water. Cost effectiveness of this type of plant is achieved when other capital and operation and maintenance costs are avoided. Those avoided costs include; the cost of installing long runs of interceptors, substituting the cost for municipal water to irrigate large open space areas (like golf courses or extensive greenbelt and linear parkways) by the use of reclaimed water. Substantial water conservation is also achieved with the use of reclaimed water for irrigation.

STORM WATER DRAINAGE *Collection of Storm Water*

Storm water drainage is accomplished in the Planning Area through a system of storm water collection and water recharge basins and limited discharge into the Central Branch of Peoples Ditch Company irrigation canal. The maximum discharge into the canal is limited by agreement to a total simultaneous flow of 50 cubic feet per second.

Several drainage studies within the Planning Area have recommended acquiring and improving natural sloughs as part of the overall drainage system. The sloughs provide capacity for storm water retention, but also are an excellent location for ground water recharge. These studies have recommended improving the capacity of the Peoples Ditch facility and development of downstream basins (Weidman Basin) as a means of providing an outfall for storm water and recharge. In non-storm seasons, the basin is used to recharge aquifers with excess surface water carried in the canal system. The City purchased and developed an additional 10 acre basin at the terminus of the Peoples Ditch adjacent to the Weidman Basin.

The east branch of the Peoples Ditch system is no longer in service as an irrigation facility, and serves a portion of eastern Hanford as a drainage conveyance. The City is working to maintain and develop that facility, plus improve the out fall to accommodate additional storm water run-off.

Based on a preliminary study of the build-out area, it is estimated that an additional 1,600 acre feet of storm drainage basin capacity will be required to serve growth in the General Plan area. Given typical design standards for a multi-use facility (combination use as a passive recreation area plus a secure nuisance water holding area), approximately 132 acres of land within the General Plan Area will be necessary to accommodate the storm water needs. Additional acres may be required for design modifications if multi-use facilities are to be planned for these facilities. The value and practicality of multi-use facilities should be evaluated to determine if they could be cost effectively developed and maintained. Maintenance of multi-use facilities are typically provided by Maintenance Districts formed at the time projects are constructed. State legislation has constrained the ability of the City to provide

for fiscal resources to maintain these facilities, particularly for multi-use. Prior drainage studies have strongly recommended the utilization of slough remnants as ingredients of drainage facilities. An updated Drainage Master Plan should be a priority and include a discussion of multi-use concepts if possible. Use of Slough remnants, recreation uses, and pedestrian circulation can be combined with a drainage system. New growth must be designed in accordance with a Master Drainage Plan to conserve land, allow incremental development, and ensure adequate funding. Existing drainage discharge into canals and ditches may not be acceptable for the long term, given liability issues.

SOLID WASTE
*Organization &
 Facilities for
 Disposal*

The Kings County Waste Management Authority (KCWMA) was formed in September 1989 by agreement between the cities of Hanford, Lemoore, Corcoran and the County of Kings in order to provide a regional approach to all waste management activities in Kings County. The name has since been changed to Kings Waste Recycling Authority (KWRA).

With three of the four incorporated cities in the county and the County Government as members, the Authority represents the entire county with the exception of the City of Avenal and the Lemoore Naval Air Station. KWRA operates the material recovery facility/transfer station as an enterprise function, with all revenue coming from solid waste disposal fees and sale of recovered recyclable materials and compost. Responsibilities of the KWRA include the siting, permitting, financing, construction and operation of landfills, a Materials recovery facility/transfer station. Additional responsibilities include all activities and waste diversion goals required by the State and the closure, post-closure monitoring and liabilities of all identified former landfills in Kings County.

The existing KWRA landfill is Southeast of the City of Hanford, is about 95 acres in size, has been in operation since 1973 reaching capacity in March of 1992. Closure of the landfill was completed in 1998.

The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted Chemical Waste Management Landfill site in the Kettleman Hills approximately 45 miles west of the MRF. A combined Materials Recovery Facility (MRF) and Transfer Station (TS) has been constructed near the old landfill southeast of the City of Hanford. The Materials Recovery and Transfer station facility includes a small but complete Household Hazardous Waste collection station. The City of Hanford has instituted a "greenwaste" collection mixed recyclable collection program for single family residential customers. The MRF is reporting that a 48% recycling rate above the base year has been accomplished on a countywide basis.

The City of Hanford and Kings County have cooperatively developed the

Integrated Waste Management Plan (1995). This Plan contains the mandatory elements of a Source Reduction and Recycling Element (SRRE) and a Household Hazardous Waste Element (HHWE). In addition, this document contains A Siting Element and the Non-Disposal Facility Element for the City of Hanford. This Plan has been accepted by the California Integrated Waste Management Board.

PUBLIC SAFETY SERVICES

Public safety services provided by the City include the Police Department and the Fire Department. As population grows in the City the number of public safety personnel and associated equipment also increases. Growth in the community also requires consideration of response time to emergencies as well as housing the personnel and equipment.

A five-minute response time is desirable for the Hanford Fire Department. Maintaining this response time requires positioning future fire stations in the center of growth areas. The general locations of Two additional fire stations have been included in the General Plan Land Use Element. Construction of the Fire Stations and supplying equipment (rolling stock as well as safety gear) will be required. This represents a substantial capital investment by the City. As new development occurs, the City will collect development impact fees to off-set the cost of providing buildings and equipment.

The Hanford Police Department is also expected to increase the number of sworn officers and personnel as the City continues to grow. The existing police facility is becoming overcrowded and requires improved spaces for training, dispatching, and records retention. Alternatives will be considered between 2001 and 2003 for expanding the facility or possibly relocating the facility. As the number of sworn personnel increases, the number of vehicles and amount of law enforcement equipment will have to be expanded to meet the needs of the community. As new development occurs, the City will collect development impact fees to off-set the cost of providing buildings and equipment.

GOALS

The goals of the Public Facilities and Services Element are:

- To provide sufficient levels of public facilities and services, based upon timely planning and adequate funding.
- To ensure adequate water quality and quantity to meet both existing and planned needs.
- To ensure appropriate waste stream reduction through education,

recycling and other means.

- To ensure adequate wastewater collection and treatment to meet both existing and planned needs.
- To ensure adequate stormwater collection and disposal to meet both existing and planned needs.
- To ensure that city services are able to keep pace with demand.

*Objectives,
Policies,
and Programs*

OBJECTIVE PF 1

Provide sufficient levels of facilities and services prior to or concurrent with planned development.

POLICY PF 1.1

New development shall be phased according to the capacity of public facilities and services to serve new development.

POLICY PF 1.2

Encourage the concurrent (as opposed to piecemeal) annexation of adjacent unincorporated properties in order to facilitate the formation of assessment districts, benefit districts, and other financial mechanisms which will provide public facilities in an efficient and effective manner.

POLICY PF 1.3

All new development shall be restricted to the interior boundaries of the Urban Limit Line. Where the Urban Limit Line is a street or road right-of-way (existing or future), no development will be allowed to cross that street or road to the opposite side of the Urban Limit Line.

POLICY PF 1.4(AQ)

Infrastructure master plans shall limit system design near the urban limit line to provide only enough capacity for very low density development or compatible Public Facilities.

Program PF 1.4-A (AQ)

Sewer and water infrastructure shall be limited in capacity to serve only very low density development in the areas approaching Flint Avenue and 13th Avenue.

Program PF 1.4-B (AQ)

Water and sewer systems shall not be oversized or stubbed out to extend east of Highway 43 except where a PHD designation has been approved by the City. The sizing of those extensions shall only provide for adequate services for the PHD project.

OBJECTIVE PF 2

New development shall pay fees as necessary to meet all identified costs associated with new development.

POLICY PF 2.1

New development shall be responsible for the public costs attached to each development project, which include, but are not limited to, the acquisition of permanent open space, the provision of adequate school facilities, public safety facilities and equipment, and the installation of streets, street lighting, sidewalks, landscaping, storm drains, and other infrastructure needs.

POLICY PF 2.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as public safety, public education, water, sewer, transportation system and other public infrastructure necessary to maintain the desired level-of-service.

POLICY PF 2.3

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities.

OBJECTIVE PF 3

Maintain existing public facilities and services.

POLICY PF 3.1

Existing public facilities shall be upgraded as they become deteriorated or obsolete.

Program PF 3.1-A

Include in the Capital Improvement Program the upgrading of existing facilities that have become deteriorated or obsolete to the degree that public service has been diminished.

OBJECTIVE PF 4

Provide an adequate supply of quality water to support the General Plan level of development.

POLICY PF 4.1

The City shall condition approval of new development projects on the availability of adequate water supply and infrastructure to serve the new development.

POLICY PF 4.2

The City shall work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for the build-out of the General Plan.

POLICY PF 4.3

When necessary and practical, the City will cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

Program PF 4.3-A

The City shall continue to participate with other water agencies in groundwater recharge efforts, as practical, using multi-use storm water basins or other similar facilities. This participation may include the development of slough remnant areas as recharge facilities.

POLICY PF 4.4

The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.

Program PF 4.4-A

The City shall prepare and maintain a water network analysis that demonstrates its ability to meet development standards and identifies system shortfalls.

Program PF 4.4-B

The City shall include in its Capital Improvement Program, system-wide improvements that are required to maintain current levels of service while extending service to newly developing areas.

POLICY PF 4.5

New development shall include water conservation features and drought resistant landscaping.

OBJECTIVE PF 5

Provide adequate water infrastructure.

POLICY PF 5.1

Treatment facilities shall meet or exceed current standards set by federal, state, or local regulatory agencies.

POLICY PF 5.2

Within the Planned Highway Development Designation, all new development shall prepare an Infrastructure Master Plan. Infrastructure Master Plan shall addresses the provision of water, sewer, drainage, road and street access and improvements, traffic control, and other public utilities. The infrastructure master plan may provide for interim on-site water and sewer service.

However, the plan shall provide for the connection of interim facilities to a public system when available. The provision of water systems shall include sufficient supply for fire suppression.

OBJECTIVE PF 6

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at General Plan buildout.

POLICY PF 6.1

Continue to provide sewer services and operate major public facilities.

Program PF 6.1-A

The City shall continue to plan for expansion of the wastewater treatment facility as part of its capital improvement program.

Program PF 6.1-B

The City shall update the Wastewater Collection Master Plan as necessary to include alternative analysis of water reclamation facilities.

POLICY PF 6.2

Require new development to be responsible for construction of all sewer lines serving such development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

OBJECTIVE PF 7

Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.

POLICY PF 7.1

The City shall condition approval of development projects on the provision of adequate storm drainage improvements.

POLICY PF 7.2

The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.

Program PF 7.2-A

Prepare Master Storm Drainage Plans to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs.

POLICY PF 7.3

Detention basins should be considered for multiple use (recreation, parking, etc.) particularly larger basins, providing the basic detention

function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.

OBJECTIVE PF 8

Maintain storm drainage facilities to preserve their function and capacity.

POLICY PF 8.1

Natural and manmade channels, detention basins, and other drainage facilities shall be maintained to ensure that their full use and carrying capacity is not impaired.

POLICY PF 8.2

Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage pursuant to an adopted drainage plan.

Program PF 8.2-A

Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.

POLICY PF 8.3

All drainage improvements shall comply with the City of Hanford *Public Works Construction Standards*.

OBJECTIVE PF 9

Provide timely, functional, safe, and attractive public buildings in order to provide high levels of public service.

POLICY PF 9.1

Maintain the City government center in the Downtown Commercial District.

Program PF 9.1-A

Participate in Master Plans or Specific Plans for the Downtown Commercial District to ensure the needs of expanding City space for building and parking are adequately met.

POLICY PF 9.2

The City shall acquire land and construct additional structures for fire and police services to maintain acceptable response times throughout the General Plan Area.

Program PF 9.2-A

The City shall analyze the additional demands for fire and police services and, as necessary, require new development to provide

funding to meet the cost of providing housing for those services.

POLICY PF 9.3

The City shall provide for the fire and police equipment needs including vehicles and safety equipment as public safety services are expanded to meet new population growth.

Program PF 9.3-A

The City shall analyze the additional service demands for fire and police services and, as necessary, require new development to provide funding to meet the cost of providing equipment and safety gear to meet the needs of new population growth.

POLICY PF 9.4

Continue to promote the use of existing City structures for various educational, cultural, and civic programs by the community.

POLICY PF 9.5

Encourage the clustering of public and quasi-public uses such as schools, parks, libraries, childcare facilities, and community activity centers.

POLICY PF 9.6

Promote the use of local public schools by school and community creative arts groups.

OBJECTIVE PF 10

Provide adequate public utilities.

POLICY PF 10.1

The City shall designate adequate, appropriately located land for utility uses.

POLICY PF 10.2

The City shall continue to circulate development proposals to local utility providers, including Southern California Edison Company, Southern California Gas Company, Pacific Gas and Electric, Pacific Bell, and local cable television providers, for their review and comment and to ensure that they can and will provide service to development.

POLICY PF 10.3

The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

OBJECTIVE PF 11

Support adequate solid waste disposal capacity.

POLICY PF 11.1

The City will continue to participate in waste diversion programs and recycling efforts to meet or exceed solid waste goals mandated by State law.

Program PF 11.1-A

Continue to cooperate with the Kings Waste Recycling Authority, which promotes source reduction, recycling, and composting as ways of reducing waste and increasing landfill capacity.

POLICY PF 11.2

Continue to participate as member of the Kings Waste Recycling Authority by providing input on waste management issues.

(End of Public Facilities Element)

HOUSING ELEMENT

INTRODUCTION

This Element of the General Plan summarizes the county-wide Housing Element prepared by the Kings County Regional Planning Agency in 1992. No changes were made to the policies or text found, and only those portions of the Element that directly addressed the City of Hanford were included.

One of the primary purposes of the Housing Element is to calculate the City's degree of need for more affordable housing and to propose a 5 year program of actions to try to meet this need. In order to establish the level of affordability it is essential to analyze the household income levels and then determine the low and moderate income households countywide and relate them to the prevailing housing costs.

TABLE HSN-1

Income Level Definition

Using the 1990 household income level estimates made by the Department of Housing and Community Development the categories are as follows:

Moderate Income:	Between 80 percent and 120 percent of the median income.
Lower Income:	Between 50 percent and 80 percent of the city's median income.
Very Low Income:	Less than 50 percent of the city's median income.
Median Income:	The income level at which as many income levels are lower as are higher among a given number of households.

PROJECTED HOUSING NEEDS

The Housing Element is based upon the results of the 1990 census and upon the California Department of Finance (DOF) population projections. DOF's projections are that the county is expected to grow by about 2.1%, or 2000 persons annually, between 1990 and 2000, increasing from 101,469 in 1990 to an estimated 124,300 persons in 2000. The county's projected 2005 population of 134,900 assumes a slower 1.7% countywide growth rate after 2000.

The total number of households countywide is expected to increase from 29,082 in 1990 to 35,924 by 1997. This is due in part to an expected decrease in the size of each household. According to DOF projections, average household in Kings County is expected to drop slightly from 3.08 in 1990 to 3.0 in 2005 to an expected increase in elderly population, more single residents, a projected drop in birth rate, a continuing trend toward later marriage, and a stable divorce rate.

These household projects are based on an annual removal rate of .0027%, a vacant not for sale rate of 4.00%, and a homeownership rate of 58%.

Table HSN-2 is based on the Regional Housing Needs Plan which based the income groups on 1980 U.S. Census income group percentages. The RHNP used 1980 data since the 1990 U.S. Census data was not available until April 1992. Table HSN-3 provides the income group percentage from the 1990 U.S. Census by the Market areas used in this Housing Element. The data in Table HSN-3 is provided as information since the numbers in the RHNP cannot be amended, based on the State Department of Housing and Community Development (HCD) interpretation of Government Code Section 65584, with the 1990 U.S. income figure. HCD staff implied that 1990 U.S. Census data could be used as factual and informational, but the numbers in the RHNP is the

TABLE HSN-2						
City of Hanford Household Projections by Income Group						
Income Group	April 1, 1990		July 1, 1997		April 1990 to July 1997	
	#	%	#	%	#	%
Very Low	2,714	21.0	3,421	21.0	707	25.0
Other Lower	1,845	17.0	2,326	17.0	481	17.0
Moderate	2,280	21.0	2,873	21.0	593	21.0
Above Moderate	4,016	37.0	5,062	37.0	1,046	37.0
Total	10,855	100.0	13,682	100.0	2,827	100.0

policy for the distribution of housing need and income group determination.

TABLE HSN-3						
Projected Household Income Group Needs Kings County, California						
Market Area	Total HU 4/1/90		Goal of HU's by 7/1/97		Total HU's by 7/1/97	
	#	%	#	%	#	%
Hanford Area	13,223		3,019		16,242	
Very Low	3,372	25.5	770	25.5	4,142	25.5
Other Lower	1,997	15.1	456	15.1	2,453	15.1
Moderate	2,267	20.4	616	20.4	3,313	20.4
Above Moderate	5,170	39.1	1,180	39.1	6,351	39.1

HOUSING DEMAND FOR ALL INCOME LEVELS

Fair Share Housing is the portion of the Regional Housing Needs for all Income groups. These income groups are defined in Table HSN-1 above, and are allocated based on regional responsibility to each of the cities and Kings County. Table HSN-4 indicates the allocation of affordable housing by income level throughout Kings County.

Available Land Inventory

Development of vacant by-passed lands within the city's jurisdiction is encouraged in order to protect agricultural lands on the fringe and provide greater utilization of existing infrastructure. In order to encourage development of by-passed remnant parcels, the city will consider amending its policies to permit higher densities given certain locational criteria and where development will not have significant adverse impacts upon adjacent properties. Such criteria may include properties that are contiguous to higher density or other intensive nonresidential development, or properties which have a size and shape that may make it difficult to be developed in a manner similar to other surrounding properties.

Dwelling Capacity

State law requires that zoning be consistent with adopted General Plans (except Charter cities). County's undeveloped and redevelopable lands have been zoned in accordance with the present land use plan and

TABLE HSN-4 Estimated Housing Units Needed Per Jurisdiction Based on RHNP using 1980 Census Data 1992 - 1997					
City	Very Low	Other Low	Moderate	Above Moderate	Total
Avenal	96	77	81	131	385
Corcoran	188	149	188	259	784
Hanford	755	513	634	1,117	3,019
Lemoore	256	158	256	548	1,218
Unin-corporated	514	551	506	572	2,143
Total	1,809	1,488	1,665	2,627	7,549

development potential may be determined based upon the maximum allowable density of each zoning district. It is more difficult to specify the development potential of fringe area land where county agricultural zoning is in place. However, for planning purposes, future development may be estimated for the residential reserve areas based on average density.

Manufactured housing is considered an important housing alternative, especially as related to serving the needs of lower-income households. Chapters 1571 and 1572, Statutes of 1988, require that manufactured housing must be permitted on permanent foundation systems on all single-family zoned lots, so long as the unit is no more than ten years old on the date of application, and meets federal and optional local standards specified in Government Code Section 6582.3. (A locality may exempt from this provision any place, building, structure, or other object listed on the National Register of Historic Places.) Section 65852.3 specified that local governments may impose architectural requirements on the manufactured home itself which are limited to roof overhang, roofing material, and siding material, so long as the requirements, or any other lot development standards imposed on the manufactured home installation, do not exceed those required for a conventional home on the same lot. Section 675852.4 has been added to the Government Code to specify that a locality may not subject an application to install a manufactured home on a foundation system on a single-family lot to any administrative permit, planning, or development

process or requirement unless it is identical to those which would be imposed on a conventional home on the same lot.

Table HSN-5 indicates the potential types and numbers of dwellings based on present and planned zoning. As indicated, the residential land reserves are adequate to meet anticipated growth. Also, the amount of land designated for medium and high density residential use is sufficient to provide for the estimated 2,143 units of new housing determined necessary by the Regional Housing Needs Plan to provide new housing opportunities for low and lower income households within the Unincorporated County.

In the past most multiple family projects which are received by the County are referred to the city for annexation. As a result any new units in the fringe areas of the cities will be counted towards their total housing need identified in the Regional Housing Needs Plan.

TABLE HSN-5			
Potential Unit Buildout			
	Residential Acreage	Maximum Potential Dwelling Units	New Units Needed by 1997 (1)
Hanford	799	5,138	2,703
Hanford Fringe	747	2,135	316

GOALS The following Goals, Policies, Objectives, Issues and Actions are taken from the 1992 Housing Element, Prepared by Kings County Regional Planning Agency. Please refer to the original text for more discussion.

☐ **Ensure adequate provision of sites for housing.**

**GOALS, POLICIES &
OBJECTIVES**

POLICY HSN 1.1
Provide for decentralization of low and moderate income housing units.

Action HSN 1.1.1

Designate additional vacant land for multi-family use to provide sites located throughout the city of low and moderate cost housing as part of the comprehensive General Plan Update.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To provide approximately 100 acres of medium and high density residential acreage.
 Time Frame: Ongoing

POLICY HSN 1.2

Support the use of vacant land as sites for manufactured housing.

Action HSN 1.2.1

Continue to permit mobile homes, subject to architectural standards to be permanently placed on single family and multi-family residential lots.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Approximately 20 units.
 Time Frame: Ongoing

Action HSN 1.2.2.

Encourage the use of the planned Unit development process to provide mobile home subdivisions.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Continue using PUD process to allow flexibility in providing affordable housing. Also the use of PUDs to provide for mobile home subdivisions by allowing a 25% density bonus subject to the provisions of the City's Zoning Ordinance.
 Time Frame: Ongoing

Action HSN 1.2.3

Provide public information in order that factory built housing units such as modular homes and mobile homes become more accepted in conventional housing neighborhoods.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Provide greatest possible number of alternative housing types in the community.
 Time Frame: Ongoing

POLICY HSN 1.3

Support actions that expand housing opportunities for the elderly, handicapped, minority and lower income residents.

Action HSN 1.1.3

Promote housing sites for the elderly and handicapped which are near transportation lines and provide security and access to medical services.

Responsible Agency: Community Development Department
 Source of Funding: HUD 202 funds
 Objective: To provide up to 10 housing sites for special needs groups.
 Time Frame: Up to 1997

Action HSN 1.3.2

Pursue craftsman and rehabilitation programs to assist poor and elderly residents where housing is structurally sound but suffers from superficial deterioration.

Responsible Agency: Community Development Department
 Source of Funding: State of California
 Objective: Approximately 30 units per funded grant cycle.
 Time Frame: As grants are received

Action HSN 1.3.3

Maintain a directory of accessible housing for handicapped persons and provide a referral service.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Refer inquiries to Local Housing Authority's directory of landlords who have handicapped rental units available. Also promote housing sites for the elderly and handicapped which are near transportation lines and provide security and access to medical services by expediting the review process as well as allowing a 25% density

bonus through the Planned Unit Development process.
 Time Frame: Ongoing

POLICY HSN 1.4
Promote reduced land costs.

Action HSN 1.4.1

Review the current zoning of single-family residential lots to determine if smaller lot size would lower land costs.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Update the Zoning Ordinance. Evaluate recommendation of reduced lot size for possible inclusion in the update.
 Time Frame: June 1993

GOAL 2 Increase the supply of affordable and accessible housing within the City of Hanford.

POLICY HSN 2.1
Provide financial resources to supply a coordinated housing assistance program.

Action HSN 2.1.1

Provide the management and personnel resources necessary to carry out identified housing programs and responsibilities.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Contract with other agencies and firms to ensure sufficient staff is available to complete applications and carry out needs.
 Time Frame: Ongoing

Action HSN 2.1.2

Change city environmental review procedures to reduce time periods required for environmental review of housing projects.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Reduce cost and time of application process.
 Time Frame: June 1992

Action HSN 2.1.3

Streamline the permit process by coordinating development requirements with those of other governmental agencies to avoid delays associated with requirements of different governmental entities.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Reduce cost and time of application process by becoming a one stop agency.
 Time Frame: Ongoing

POLICY HSN 2.2

Continue to Encourage and support participation in available Federal and State housing assistance programs.

Action HSN 2.2.1

Keep the Section 8 housing program strong and viable expanding it as much as possible to meet the immediate housing need.

Responsible Agency: Kings County Housing Authority
 Source of Funding: Federal funds
 Objective: To support rehabilitation of up to 75 units of affordable rental housing per 2 year period.
 Time Frame: Ongoing

Action HSN 2.2.2

Write letters to the appropriate State and Federal Agencies in support of proposed housing projects which are consistent with the General Plan.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Assist the private development of affordable housing.
 Time Frame: Ongoing

Action HSN 2.2.3

Continue to pursue funding for sewer and water projects which are determined cost effective and able to expand housing opportunity.

Responsible Agency: Public Works Department
 Source of Funding: City funds

Objective: Open additional lands to residential use and increase housing quality and property value, through the installation of additional sewer collection systems.

Time Frame: Ongoing

Action HSN 2.2.4

Support and publicize tax assistance programs such as senior citizens property tax assistance, renter assistance and homeowners property tax exemptions.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: Help to reduce the housing costs of low income homebuyers through referral to agencies specializing in tax assistance programs. Publicize the availability of such assistance.

Time Frame: Ongoing

POLICY HSN 2.3

Expand participation in available Federal, State and Local housing assistance programs.

Action HSN 2.3.1

The planning staff will contact HUD area office every six months to review available housing programs as well as new programs for which the city may be eligible.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: To provide current information to homeowners and developers of affordable housing.

Time frame: Ongoing

Action HSN 2.3.2

Pursue available California Department of Housing and Community Development (HCD) and California Housing Finance Agency (CHFA) funds, together with private developers. Provide information and assist developers in utilizing these funds to build new single family and rental housing for low and moderated income households.

Responsible Agency: Community Development Department

Source of Funding: CDBG

Objective: Reduce housing costs by providing grant funds for low interest loans to home buyers for the purchase of new housing (CHFA: 4 units per year; HCD and CDBG: 30 units per funded cycle, as funds available.

Time Frame: Ongoing

Action HSN 2.3.3

Analyze latest census data as available to determine the city's eligibility for programs intended to stimulate housing and economic development.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Reduce housing costs by applying for UDAG grant funds when eligible.
 Time Frame: Ongoing

Action HSN 2.3.4

Encourage lending institutions to engage in a joint venture to create a revolving loan fund for the rehabilitation of housing, with priority given to homeowners in low and moderate income target areas by using Redevelopment 20% set aside funds or CDBG program income funds to establish a loan fund.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To eliminate duplication of efforts in the provision of affordable housing through coordination of responsible agencies.
 Time Frame: Ongoing

GOAL 3 To address if appropriate, remove governmental constraints to the maintenance, improvement and development of housing.

POLICY HSN 3.1

Promote and facilitate the development of new housing units for low, moderate, and middle income families, singles, first time homebuyers and couples whose children have grown.

Action HSN 3.1.1

Review the current zoning of single family residential lots to determine if smaller lot size would lower cost and allow a greater number of families an opportunity for housing.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To determine if housing costs can be reduced by providing more lots per area.
Time Frame:	June 1993

Action HSN 3.1.2

Continue to encourage Planned Unit Development (PUD) to add flexibility to land utilization and increase the potential for variety of housing types.

Responsible Agency:	Community Development Department
Source of funding:	City funds
Objective:	Encourage innovative design to reduce housing costs.
Time Frame:	Ongoing

Action HSN 3.1.3

Continue to use "density bonuses" to reduce per unit land cost when the developments are for low and moderate income units by applying the Planned Unit Development 25% density bonus for such developments and setting up a monitoring system to monitor the occupancy of the development to ensure that the required number of low and moderate income units are available.

Responsible Agency:	Community Development Department
Source of Funding:	No funding required
Objective:	Provide more units of affordable housing.
Time Frame:	Ongoing

GOAL 4 Preserve and conserve existing neighborhoods.**POLICY HSN 4.1**

Support the presentation and conservation of housing stock in existing neighborhoods.

Action HSN 4.1.1

Survey neighborhoods on a periodic basis to assess condition of public improvements and incorporate the information for capital outlay and assistance programs.

Responsible Agency:	Community Development Department
Source of Funding:	City funds

Objective: Adopt and distribute the Housing and Community Development Plan and City Capital Improvements Plan. Identify neighborhoods in need of upgrading and improvement of housing and infrastructure.

Time Frame: Ongoing

Action HSN 4.1.2

As part of the comprehensive update of the General Plan, consider the redesignation and rezoning of multi-family areas which are composed primarily of single family swellings as single-family areas.

Responsible Agency: Community Development Department

Source of Funding: No funding required

Objective: To retain and protect the existing more durable and affordable housing stock from demolition.

Time Frame: December 1992

Action HSN 4.1.3

Annually, review the conversion of existing apartments and mobile parks to condominiums; evaluate loss of housing stock; and consider additional regulation of conversions if the low and moderate housing stock is being measurably impacted.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: Establish Housing Monitoring procedures to preserve affordable housing.

Time Frame: Ongoing

Action HSN 4.1.4

The City should stimulate voluntary efforts of homeowners to renew and upgrade their homes by providing guidance and technical assistance to them and by encouraging the community colleges to offer home repair clinics.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: To preserve existing housing stock at the lowest possible cost.

Time Frame: Ongoing

POLICY HSN 4.2

Support the preservation and conservation of houses and neighborhoods of historical and architectural significance.

Action HSN 4.2.1

Conduct a general inventory of housing in the City to evaluate and identify housing of historical and architectural significance.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Preserve existing older housing.
Time Frame:	December 1994

Action HSN 4.2.2

Use the Historic Resources Ordinance or an alternative process to recognize and provide for the preservation of neighborhoods containing substantial concentrations of historically and architecturally significant homes.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To attempt to preserve up to 5 units of older affordable housing per year.
Time Frame:	Ongoing

POLICY HSN 4.3

Support the rehabilitation of substandard and deteriorating housing where feasible in accordance with the General Plan land use designations.

Action HSN 4.3.1

Apply for Housing and Community Development Block grant funds to be used for leveraged loan guarantees and/or low interest or deferred payment loans, and CHFA funds for the rehabilitation of existing substandard or deteriorating units.

Responsible Agency:	Community Development Department
Source of Funding:	CDBG funds
Objective:	To maintain up to 25 units existing housing stock per year.
Time Frame:	Ongoing as grants are received.

Action HSN 4.3.2

Participate in the development of a coordinated housing rehabilitation and public improvement program with Kings County, for the unincorporated fringe areas and "islands" within

the city, to make annexation of these areas more attractive to City and County residents.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To improve the delivery of public services.
Time Frame:	Ongoing

POLICY HSN 4.4

Pursue a strict building code enforcement program to bring substandard structures up to the Uniform Housing Code.

Action HSN 4.4.1

Continue the program which combines free compliance inspection with grants or loans to families willing to rehabilitate their homes.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Eliminate health and safety hazards; approximately 50 units currently being rehabilitated as part of a 2 year program.
Time Frame:	Ongoing

Action HSN 4.4.2

Require removal or correction of structures which are a threat to health and safety.

Responsible Agency:	Community Development Department
Source of Funding:	Owner of Property
Objective:	Eliminate health and safety hazards; Approximately 12 units removed or corrected per year.
Time Frame:	Ongoing

GOAL 5 **Continue to implement the Housing Element and monitor progress towards the attainment of housing goals.**

POLICY HSN 5.1

Establish a program to consistently implement the Element.

Action HSN 5.1.1

Monitor the progress of programs of action outlined in the Housing Element on an annual basis through the City of Hanford Community Development Department office of the City Planning Department.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To publish the Housing Monitoring Plan in order to implement the goals and policies of the Housing Element.
 Time Frame: Ongoing

Action HSN 5.1.2

Incorporate into a General Plan Update the following:

1. *That neighborhoods be used as a basic planning unit.*
2. *That sufficient amounts of lands be available and protected for all types of residential development.*
3. *That all urban development occur in areas designated as urban.*
4. *That all elements of the General Plan be consistent.*

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To assure implementation of Housing Element goals and policies.
 Time Frame: December 1992

Action HSN 5.1.3

Monitor changes in land use to assess their impact on housing demand so the City and County can adequately respond in assuring the ability to meet new housing needs.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To incorporate Housing Element policies into day to day planning, zoning and building decisions.
 Time Frame: Ongoing

GOAL 6 Ensure adequate housing opportunities for all social and economic segments.

POLICY HSN 6.1

Encourage access of all segments of the population to housing.

Action HSN 6.1.1

Identify the housing needs of all socioeconomic groups in Hanford.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To ensure that the City's housing policies and decisions consider all segments of the local population.
 Time Frame: Ongoing

Action HSN 6.1.2

Coordinate with existing programs and encourage new programs, if necessary, to meet the identified housing needs of all socioeconomic groups in Hanford.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To assure that the city's housing goals and decisions consider all segments of the local population.
 Time Frame: Ongoing

POLICY HSN 6.2

Promote equal access of all population groups to housing resources.

Action HSN 6.2.1

Make information and materials regarding equal housing opportunity, tenant/landlord rights and responsibilities and submission of grievances to appropriate state agencies readily available to the community.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Designate a person in city government to whom parties with complaints of discrimination may go for information and referral to appropriate agencies.
 Time Frame: Ongoing

(End of Housing Element)

LIST OF ABBREVIATIONS

The following abbreviations can be found throughout the General Plan and support documentation.

AQ	Air Quality
AT&SF	Atchison, Topeka and Santa Fe Railroad
BOS	Below Ground Surface
Caltrans	State of California Department of Transportation
CEQA	California Environmental Quality Act
CHWMP	City Hazardous Waste Management Plan
CNEL	Community Noise Equivalent Level
CRB	California Reclamation Board
dB	Decibels
dBA	A-Weighted Decibels
DFG	State of California Department of Fish and Game
DOT	U.S. Department of Transportation
DWR	State of California Department of Water Resources
E-Clay	Corcoran Clay (soil)
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GPM	Gallons per Minute
HCD	State of California Department of Housing and Community Development
HD	High Density
HPD	City of Hanford Police Department
KCALUP	Kings County Airport Land Use Plan
KCHWMP	Kings County Hazardous Waste Management Plan
KCRPA	Kings County Regional Planning Agency
KCWD	Kings County Water District
KCWMA	Kings County Waste Management Authority
KDWCD	Kaweah Delta Water Conservation District
LAFCO	Kings County Local Agency Formation Commission
LD	Low Density
Ldn	Day-Night Average Sound Level Noise Equivalent Level
LI	Light Industrial
MD	Medium Density
MCL	Maximum Contamination Level
MGD	Million Gallons per Day
MRF	Material Recovery Facility
NIH	National Institutes of Health
NOx	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System

APPENDIX 1-A

LIST OF ABBREVIATIONS

Concluded

NRC	Nuclear Regulatory Commission
ONC	State of California Office of Noise Control
OS	Open Space
OSHA	Occupational Safety and Health Administration
PF	Public Facilities
PM-10	Suspended Particles (10 microns or less in diameter)
ppm	Parts per Million
PSA	Preliminary Site Assessment
PC	Planned Commercial
RHNP	Regional Housing Needs Plan
ROG	Reactive Organic Gases
RWQCB	State of California Regional Water Quality Control Board
SCADA	Supervisory Control and Data System
SCE	Southern California Edison Company
SEL	Sound Exposure Level
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
TCM	Transportation Control Measures
TDR	Transfer of Development Rights
TLHSA	Tulare Lake Hydrologic Study Area
TRO	Trip Reduction Ordinance
TS	Transfer Station
TSD	Treatment Storage Disposal
TSM	Transportation System Management
UBC	Uniform Building Code
UR	Urban Reserve
USFWS	U.S. Fish and Wildlife Service
VLD	Very Low Density

APPENDIX 1-A

POPULATION PROJECTIONS

Population Forecast at 2.8% per year

Year	Population	Increase	Cumulative
2002	43,575		
2005	47,339	3,764	3,764
2010	54,348	7,009	10,773
2015	62,395	8,047	18,820
2020	71,633	9,238	28,058
2025	82,239	10,606	38,664

Assuming

- 0.7 population in SFD and
- 0.3 population in MFD
- 2.84 persons per household in SFD
- 2.5 persons per household in MFD
- 4 units per ac. in SFD
- 15 units per ac. in MFD

Unit needs for the years

Year	SFD units	MFD units	Total Units
2005	928	452	1,379
2010	2,655	1,293	3,948
2020	6,916	3,367	10,283
2025	9,530	4,640	14,170

Land needs for the years

Year	SFD acs.	MFD acs.	Total Acs.
2005	232	30	262
2010	664	86	750
2020	1,729	224	1,953
2025	2,382	309	2,692

Land Need Forecast Based on Population Growth

Year	Residential				Non-Residential			Total
	Low Den.	Med Den.	Reserve	Total Res.	Com/Ind.	Public	Total Non Res.	
2005	232	30	131	393	92	52	144	537
2010	664	86	375	1,125	263	150	413	1,538
2020	1,729	224	977	2,930	684	391	1,074	4,004
2025	2,382	309	1,346	4,038	942	538	1,480	5,518

Table 1: Summary of Data			
Category	Value	Unit	Notes
A	10	kg	
B	20	kg	
C	30	kg	
D	40	kg	
E	50	kg	

Table 2: Detailed Data

Category: A

Value: 10

Unit: kg

Notes: This table provides a detailed breakdown of the data for Category A.

Table 3: Summary of Data			
Category	Value	Unit	Notes
A	10	kg	
B	20	kg	
C	30	kg	
D	40	kg	
E	50	kg	

Table 4: Summary of Data			
Category	Value	Unit	Notes
A	10	kg	
B	20	kg	
C	30	kg	
D	40	kg	
E	50	kg	

Table 5: Summary of Data							
Category	Value	Unit	Notes	Category	Value	Unit	Notes
A	10	kg		F	60	kg	
B	20	kg		G	70	kg	
C	30	kg		H	80	kg	
D	40	kg		I	90	kg	
E	50	kg		J	100	kg	

APPENDIX B

SUMMARY OF AIR QUALITY OBJECTIVES, POLICIES & PROGRAMS

Chapter 22 - Air Quality

Chapter 22 contains the following sections: Air Quality Objectives, Policies, and Programs; Air Quality Monitoring; and Air Quality Impacts and Mitigation Measures.

Air Quality Objectives

The objectives of Chapter 22 are to establish a framework for the development of air quality objectives, policies, and programs that are consistent with the State of California's Air Resources Board (SARB) and the Federal Environmental Protection Agency (EPA) requirements.

Air Quality Policies

The policies of Chapter 22 are to establish a framework for the development of air quality policies that are consistent with the State of California's Air Resources Board (SARB) and the Federal Environmental Protection Agency (EPA) requirements.

Chapter 23 - Air Quality

Chapter 23 contains the following sections: Air Quality Objectives, Policies, and Programs; Air Quality Monitoring; and Air Quality Impacts and Mitigation Measures.

Air Quality Objectives

The objectives of Chapter 23 are to establish a framework for the development of air quality objectives, policies, and programs that are consistent with the State of California's Air Resources Board (SARB) and the Federal Environmental Protection Agency (EPA) requirements.

Chapter 24 - Air Quality

Chapter 24 contains the following sections: Air Quality Objectives, Policies, and Programs; Air Quality Monitoring; and Air Quality Impacts and Mitigation Measures.

Air Quality Objectives

The objectives of Chapter 24 are to establish a framework for the development of air quality objectives, policies, and programs that are consistent with the State of California's Air Resources Board (SARB) and the Federal Environmental Protection Agency (EPA) requirements.

Air Quality Policies

The policies of Chapter 24 are to establish a framework for the development of air quality policies that are consistent with the State of California's Air Resources Board (SARB) and the Federal Environmental Protection Agency (EPA) requirements.

APPENDIX B

SUMMARY OF AIR QUALITY OBJECTIVES, POLICIES & PROGRAMS

LAND USE ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS

POLICY LU 1.1(AQ)

Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

Program LU 1.1-A (AQ)

Maintain, and update as required, master plans for water, sewer, drainage circulation, parks and recreation, and public facilities including fire stations.

POLICY LU 1.2 (AQ)

Development in Planning Area B is considered premature until the sewer master plan is implemented and traffic capacity issues have been addressed with the adoption of an implementation plan.

POLICY LU 2.2 (AQ)

Very low density residential development shall be required near the Planning Area Boundary to provide a transition between agricultural or rural areas and urban development.

Program LU 3.2-A (AQ)

The City shall encourage Master Plans and Specific Plans that contain density bonus areas that are tied to open space or other public amenities.

POLICY LU 3.3 (AQ)

The City will consider density bonus of up to 20% above the maximum density for residential designs that provide a variety of lot sizes and prices tied together with open space or other public amenities. Density bonus projects require a Planned Development Zoning approval.

Program LU 3.3-A (AQ)

The City shall develop guidelines and criteria for the implementation of the design density bonus program for projects greater than 40 acres in size.

POLICY LU 4.2 (AQ)

Multi-Family development shall be planned near existing or projected neighborhood commercial facilities and served by collector or arterial streets.

POLICY LU 5.1 (AQ)

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas, and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic and age groups.

THE ELEMENTS OF THE THEORY OF THE EARTH

THE EARTH AND ITS HISTORY

The Earth is a planet of the solar system, and its history is the history of the development of the planet from its origin to the present day. The history of the Earth is divided into three main periods: the Pre-Cambrian, the Cambrian, and the Post-Cambrian.

THE PRE-CAMBRIAN PERIOD

The Pre-Cambrian period is the longest period in the history of the Earth, and it is the period in which the Earth was first formed. It is the period in which the Earth was first covered by water, and it is the period in which the first life forms appeared.

THE CAMBRIAN PERIOD

The Cambrian period is the period in which the first life forms appeared, and it is the period in which the first complex life forms appeared. It is the period in which the first plants and animals appeared, and it is the period in which the first complex organisms appeared.

THE POST-CAMBRIAN PERIOD

The Post-Cambrian period is the period in which the Earth has been covered by water, and it is the period in which the Earth has been covered by land. It is the period in which the Earth has been covered by ice, and it is the period in which the Earth has been covered by fire.

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POLICY LU 5.2 (AQ)

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

OBJECTIVE LU 6 (AQ)

Adopt design standards that encourage residential areas to have a "neighborhood orientation".

POLICY LU 6.2 (AQ)

New single family developments are encouraged to vary the front setback appearance of houses.

Program LU 6.2-A (AQ)

The City will amend the Zoning Ordinance residential setback requirements to allow main structures to be set closer to the street when the garage is constructed toward the rear of the lot as part of an overall neighborhood design program.

OBJECTIVE LU 7 (AQ)

Create an enhanced streetscape environment through the use of landscape standards and pedestrian access along arterials and collector streets.

POLICY LU 7.1 (AQ)

Arterial and Major Collector streets in residential and commercial areas shall be landscaped to promote an inviting tree lined street appearance.

Program LU 7.1-A (AQ)

The City shall adopt Streetscaping standards for Arterial and Major Collector Streets.

POLICY LU 7.2 (AQ)

Where sound walls are required along arterial, major and minor collector streets, they shall be landscaped according to the Streetscaping standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

Program LU 7.2-A (AQ)

Include in subdivision design standards, guidelines which define design preferences, including sound walls and "daylighted" cul-de-sacs.

OBJECTIVE LU 8 (AQ)

Minimize conflicts between residential uses and other incompatible land uses.

POLICY LU 8.1 (AQ)

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

Program LU 8.1-A (AQ)

Conservation/Open Space zoning shall be applied to undeveloped areas along railroad corridors, consistent with noise contours, to prevent encroachment of residential or other sensitive uses into that area.

The extent of the buffer area may be reduced by the installation of physical barriers that have been determined by the City to reduce potentially significant adverse environmental conditions such as noise exposure.

Program LU 8.1-B (AQ)

In order to protect industrial development from intrusion and negative impact of non-compatible uses, proponents of residential projects in proximity to heavy industrial uses or Land Use Designations shall be required to provide the City with a full and complete discussion that addresses their impact on the viability of the existing or proposed industrial development. These discussions shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and aesthetics. The City shall adopt a development plan which will allow the relocation of Peoples Ditch into the OS buffer adjacent to the B.N.&S.F. railroad right of-way between Flint Avenue and Grangeville Blvd.

Program LU 8.1-D (AQ)

At the time of development proposal, the City shall evaluate the desirability of requiring large lot development, in combination with open space amenities adjacent to 13th Avenue, between Hanford-Armona Road and Houston Avenue. This evaluation should be focused on minimizing potential conflict with the Armona Wastewater Plant disposal ponds.

POLICY LU 8.2 (AQ)

New residential development on the fringes of the City shall recognize the right of agriculture to exist and continue to operate in proximity to the development. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Program LU 8.2-A (AQ)

Development proposals within 1/2 mile of the Planning Area Boundary shall be required to address the potential conflict with neighboring agricultural uses, and the City shall determine whether there is sufficient cause to require Deed restrictions to protect the right of agriculture to continue.

Program LU 8.2-B (AQ)

The City shall maintain a "right to farm" Ordinance..

POLICY LU 8.4 (AQ)

Home occupations may be permitted in residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

Section 1.1: Introduction

The purpose of this document is to provide a comprehensive overview of the project's objectives, scope, and deliverables. This document serves as a reference for all stakeholders involved in the project.

The project is a multi-phase initiative aimed at improving the efficiency of the current system. The primary goal is to reduce processing time by 20% within the next six months.

Section 1.2: Objectives

The project has several key objectives that will guide the development and implementation phases. These include: enhancing system performance, ensuring data security, and providing a user-friendly interface. The project team will monitor progress against these objectives throughout the project lifecycle.

Section 1.3: Scope

The project scope is defined by the specific tasks and deliverables that will be completed. This includes the analysis of current system architecture, the design of a new system, and the final deployment and testing phases. Any changes to the scope must be approved by the project steering committee.

Section 1.4: Deliverables

The project will produce several key deliverables, including a detailed project plan, a functional prototype, and the final deployed system. Each deliverable will be reviewed and approved by the project stakeholders before moving forward to the next phase.

Section 1.5: Roles and Responsibilities

Each team member has specific roles and responsibilities assigned to them. The project manager oversees the overall project, while team members focus on their respective areas of expertise. Clear communication and collaboration are essential for the success of the project.

Section 1.6: Conclusion

In conclusion, this project represents a significant opportunity to improve our current system and enhance our operational efficiency. By following the outlined objectives and scope, the project team is confident in achieving the desired outcomes.

Program LU 8.4-A (AQ)

The Zoning Ordinance shall contain development standards for Home Occupations that are sensitive to traffic, noise, odor and other potential conflicts.

POLICY LU 9.1 (AQ)

Developers of all commercial uses shall be required to participate in funding transportation improvements that will be necessary to accommodate the level of activity anticipated. Transportation improvements may include construction of major streets, signalization, public transit operational improvements, freeway ramps, bridges, interchanges and other major improvements to the extent such improvements are necessary to serve the regional commercial uses.

Program LU 9.1-A (AQ)

Development conditions should reflect that elements of the City's Capital Improvement Program have been considered and contributions to implement infrastructure projects are among the conditions of approval

POLICY LU 9.2 (AQ)

Sites for planned commercial uses shall be designated on the Land Use Map, and shall be limited to areas of approximately 1/3 mile around Lacey Blvd. and 12th Avenue, and a location near State Highway 43 and Grangeville Blvd.

POLICY LU 9.5 (AQ)

Planned commercial development proposals near Highway 43 and Grangeville Blvd. should be contained in a Specific Plan which clearly defines the full extent of the project and demonstrates the availability of public services including sewer, timing and financing of improvements, as well as defining a build-out schedule based on market demand in Hanford and the region.

POLICY LU 14.1 (AQ)

The City shall work with the Main Street Hanford Association, Chamber of Commerce, and other interested groups to develop a Specific Plan for the precise planning and implementation of programs to support the continued evolution of the Downtown Business District.

POLICY LU 18.1 (AQ)

Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.

POLICY LU 18.3 (AQ)

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one mile from each other at the intersections of Major Collector streets or in special circumstances at Arterial and Major Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Major Collector streets within the area.

The Court has held that the government's interest in the health and safety of its citizens is a compelling interest. In *United States v. Windsor*, 133 S. Ct. 2688 (2013), the Court held that the federal government's interest in the health and safety of its citizens is a compelling interest.

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POLICY LU 19.1 (AQ)

Development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or can be made available through mitigation measures to serve the proposed project.

Program LU 19.1-A (AQ)

Occupancy Permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.

Policy LU 21.1 (AQ)

Performance and Development Standards for the Kings Industrial Park shall be continually updated and maintained to encourage and guide consistent development in the Industrial Area.

Program LU 21.1-A (AQ)

The City will maintain comprehensive project review and approval processes on permitted and conditional uses. Such review and approval shall include documented descriptions of structures and processes to assure compliance with the performance and development standards, environmental assessments and integration of mitigation measures into the project requirements.

POLICY LU 23.2 (AQ)

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

POLICY LU 25.1 (AQ)

Urban level development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the Planning Area Boundary established by the General Plan.

Program LU 25.1-A (AQ)

The City shall continue to pursue the annexation of unincorporated County islands through outreach programs with the property owners, Kings County, and the Local Agency Formation Commission.

POLICY LU 25.3(AQ)

Infrastructure master plans shall limit system design near the Planning Area Boundary to provide only enough capacity for very low density development or compatible Public Facilities.

Program LU 25.3-A (AQ)

Sewer and water infrastructure shall be limited in capacity to serve only very low density development in the areas approaching Flint Avenue and 13th Avenue.

Program LU 25.3-B (AQ)

Water and sewer systems shall not be oversized or stubbed out to extend east of Highway 43 except where a PHD designation has been approved by the City. The sizing of those extensions shall only provide for adequate services for the PHD project.

POLICY LU 25.4 (AQ)

Master Plans or Specific Plans prepared by property owners shall be encouraged for new development in Planning Areas B, E and F in Figure LU-4.

POLICY LU 26.1 (AQ)

Support Kings County planning activities that direct commercial, industrial and residential and urban growth outside of the Hanford Planning Area Boundary to established unincorporated communities.

POLICY LU 27.1 (AQ)

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues effecting multiple agencies.

OBJECTIVE LU 28

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.

POLICY LU 28.1 (AQ)

Planning for new development on the east side of the City shall include provisions for job related uses including offices, business parks, retail commercial uses, and service related uses.

POLICY LU 28.2 (AQ)

Land Use Designations for commercial, office, service commercial, and industrial should be held for such uses to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratio.

POLICY LU 28.3 (AQ)

New Industrial development proposals occupying sites greater than 40 acres shall include an analysis of short- and long-term job generating potential for current and future residents of the City of Hanford.

CIRCULATION ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS**POLICY CI 1.2 (AQ)**

Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Roadway dedications and development design shall implement the Circulation Map. Location of Major Collector alignments in newly developing areas shall

be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions.

Program CI 1.2-A (AQ)

The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program CI 1.2-B (AQ)

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

POLICY CI 1.3 (AQ)

Coordinate planning and development of the circulation system with development approvals throughout the City.

OBJECTIVE CI 2(AQ)

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless the City's design considerations or other public health, safety, or welfare factors determine otherwise.

POLICY CI 2.1 (AQ)

Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

OBJECTIVE CI 3 (AQ)

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

POLICY CI 3.2 (AQ)

Cooperate with local and regional jurisdictions in the development of State-mandated regional plans, including the San Joaquin Valley Air Quality Attainment Plan, 1991 Air Quality Attainment Plan for ozone, and the Serious Area Pm₁₀ Attainment Plan.

POLICY CI 3.3 (AQ)

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.

POLICY CI 3.4 (AQ)

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Hanford to facilitate the movement of traffic flowing into and out of the City.

The following information is provided for the purpose of providing a general overview of the project and is not intended to be a detailed description of the project.

1. Project Overview

The project is a research study aimed at understanding the impact of climate change on the environment. The study will focus on the effects of rising temperatures and changing precipitation patterns on the local ecosystem.

2. Objectives

The primary objective of the project is to determine the extent to which climate change is affecting the local environment. Secondary objectives include identifying the most vulnerable areas and developing strategies to mitigate the impacts.

3. Methodology

The project will employ a combination of field observations and data analysis. Data will be collected from various sources, including weather stations, satellite imagery, and local residents.

4. Results and Discussion

The results of the study will be presented in a series of reports and a final thesis. The discussion will focus on the implications of the findings for the local environment and the broader context of climate change. The study will also provide recommendations for future research and policy development.

5. Conclusion

The project has successfully completed its objectives and has provided valuable insights into the impact of climate change on the local environment. The findings will be used to inform future research and policy development.

6. Acknowledgements

The author would like to thank the following individuals and organizations for their support and assistance throughout the project:

7. References

The following references were consulted during the course of the project:

- Smith, J. (2010). Climate Change and the Environment. New York: Oxford University Press.
- Johnson, A. (2012). The Impact of Climate Change on the Environment. London: Routledge.
- Green, B. (2015). Climate Change and the Environment. New York: Springer.

8. Appendix

The following appendix contains additional information related to the project:

- Appendix A: Data Collection Methods
- Appendix B: Field Observations
- Appendix C: Data Analysis

9. Bibliography

The following bibliography lists the sources used in the project:

- Smith, J. (2010). Climate Change and the Environment. New York: Oxford University Press.
- Johnson, A. (2012). The Impact of Climate Change on the Environment. London: Routledge.
- Green, B. (2015). Climate Change and the Environment. New York: Springer.

POLICY CI 3.5 (AQ)

Maintain coordination of local transportation plans with the Kings County Congestion Management Program, to ensure eligibility for state and federal funding.

POLICY CI 3.6 (AQ)

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

POLICY CI 3.7 (AQ)

Continue to support Kings County Association of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

POLICY CI 5.1 (AQ)

Provide off-street parking to employees; however preferential parking at several strategic locations in westside and eastside growth centers shall be made available to vanpools, carpools and other transit users.

Program CI 5.1-A (AQ)

Sites for park-and-ride lots should generally be located near highly traveled commute routes such as the intersections of 12th Avenue and Highway 198, 10th Avenue and Highway 43, future major commercial areas at Grangeville Blvd. and Highway 43, Lacey Blvd. and Highway 43, and 13th Avenue and Highway 198.

Program CI 5.1-B (AQ)

Sites for park-and-ride lots should be encouraged to be incorporate in planned commercial parking areas.

POLICY CI 5.2 (AQ)

Encourage shared parking facilities for both private businesses and public agencies.

POLICY CI 6.1 (AQ)

Encourage the use of carpooling, vanpooling and flexible employment hours to maintain an acceptable level of service on City streets and highway/intrastate facilities.

POLICY CI 6.2 (AQ)

Consistent with rule 9001, Commute Based Trip Reduction of the SJVAPCD, require that all public and private employers comply with the rule in planning for some form of collective transportation to commute to and from work.

Program CI 6.2-A (AQ)

Adopt a Trip Reduction Ordinance (TRO) in accordance with District Air Quality and Congestion Management requirements.

POLICY CI 6.3 (AQ)

Implement TSM programs in conjunction with new development in the industrial park, and growth centers on the westside and eastside of the City.

Program CI 6.2-A (AQ)

New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

Program 6.3-B (AQ)

Prepare an action plan to improve the efficiency of traffic signals throughout the City and include the cost of the program in the traffic impact fees.

OBJECTIVE CI 7 (AQ)

Develop a public transit system addressing both local and regional travel demand.

POLICY CI 7.1 (AQ)

The local and regional transportation system should provide for a smooth transition between local and regional improvements.

Program CI 7.1-A

Include the Kings County Area Public Transit Agency in review of all development projects and consider environmental mitigation measures that will maintain and extend their current level of service to new development.

POLICY CI 7.2 (AQ)

Planning and development of Arterial and Major Collector Streets shall include design features, which can be used as public transit stops.

Program CI 7.2-A (AQ)

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

Program CI 7.2-B (AQ)

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs that can be jointly used for public transit pick-up locations along Arterial and Collector streets.

Program CI 7.2-C (AQ)

Where right-of-way allows, arterial and Major Collector streets shall be designed to allow transit vehicles to pull out of traffic by using either a continuous parking lane with bus stops, or with special bus pull-out lanes.

POLICY CI 8.1 (AQ)

Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

Program 1: 10/1/2018

The first program is a simple "Hello World" program. It prints the text "Hello World" to the console. The program is written in C++ and is compiled using the g++ compiler. The output of the program is "Hello World".

Program 2: 10/1/2018

The second program is a simple addition program. It takes two integers as input and prints their sum. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the sum of the two integers.

Program 3: 10/1/2018

The third program is a simple multiplication program. It takes two integers as input and prints their product. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the product of the two integers.

Program 4: 10/1/2018

The fourth program is a simple division program. It takes two integers as input and prints their quotient. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the quotient of the two integers.

Program 5: 10/1/2018

The fifth program is a simple program that takes a string as input and prints its length. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the length of the string.

Program 6: 10/1/2018

The sixth program is a simple program that takes a string as input and prints its reverse. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the reverse of the string.

Program 7: 10/1/2018

The seventh program is a simple program that takes a string as input and prints its first character. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the first character of the string.

Program 8: 10/1/2018

The eighth program is a simple program that takes a string as input and prints its last character. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the last character of the string.

Program 9: 10/1/2018

The ninth program is a simple program that takes a string as input and prints its first three characters. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the first three characters of the string.

Program 10: 10/1/2018

The tenth program is a simple program that takes a string as input and prints its last three characters. The program is written in C++ and is compiled using the g++ compiler. The output of the program is the last three characters of the string.

POLICY CI 8.2 (AQ)

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Major collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design for all persons.

Program CI 8.2-A (AQ)

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Program CI 8.2-B

Use "day lighted" cul-de-sacs to increase pedestrian access to Arterial and Collector streets from existing streets.

POLICY CI 8.3 (AQ)

Sources of funding for operation and maintenance of multi-use trails to accommodate pedestrian and bicycle use shall be clearly identified before construction. Should such trail systems be constructed, they shall be supported by a long-term maintenance funding mechanism established so that benefiting properties pay the cost of maintenance.

POLICY CI 8.6 (AQ)

In order to promote pedestrian access, encourage land use designs in new development areas to locate neighborhood shopping and services within approximately 1/2 mile of major residential areas.

OBJECTIVE CI 10

Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

POLICY CI 10.1 (AQ)

Support coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality.

POLICY CI 10.3 (AQ)

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

HAZARDS ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS***Program HZ 2.1-D (AQ)***

Consider the emission of toxic air contaminants from existing facilities when siting new sensitive receptors near such a source. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

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Program HZ 2.1G (AQ)

Identify potential users and producers of hazardous materials at the time of permit application and mitigate dangers associated with these materials. Where appropriate consultation and coordination with SJVAPCD shall be undertaken.

Program HZ 2.1-H (AQ)

Land uses using, storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.

OBJECTIVE HZ 7 (AQ)

Develop effective communication, cooperation, and coordination in establishing and operating community and regional air quality programs.

POLICY HZ 7.1 (AQ)

The City shall endeavor through the project review and environmental assessment process, to accurately determine and provide for fair and implementable mitigation measures for air quality impacts.

Program HZ 7.1-A (AQ)

Once the SJVAPCD emission thresholds are established, the City will require air quality analysis on projects that exceed those thresholds to be included in environmental documents.

Program HZ 7.1-B (AQ)

Where mitigation measures have been determined to be feasible and implementable, such measures may become recommended conditions of the project approval process.

Program HZ 7.1-C (AQ)

The City will work with other local governmental agencies on a regional basis to develop realistic and implementable basin-wide Air Quality Impact Assessment Guidelines that will provide standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation measures applicable to all cities.

Program HZ 7.1-D (AQ)

Among the environmental review mitigation measures or conditions for development are appropriate air quality mitigation measures recommended by the SJVPCD to reduce particulate emissions from construction, grading, and demolition.

Program HZ 7.1-E (AQ)

Through the environmental assessment and review process, the City will encourage developers to limit fireplace installations in new projects which do not meet EPA Phase II standards. Natural gas, pellet stoves, or other devices that minimize emissions shall be encouraged.

Program HZ 7.1-F (AQ)

Assist the SJVAPCD in implementing District Regulation VIII where appropriate.

POLICY HZ 7.2 (AQ)

Because air quality problems and solutions require regional cooperation and action, Hanford will participate with neighboring and regional jurisdictions in coordinating air quality management programs.

Program HZ 7.2-A (AQ)

Once emissions thresholds are established by the SJVUAPCD, the City will consult with SJVAPCD in the "early consultation process" as recommended by CEQA to determine a reasonable scope of air quality analysis for affected projects.

Program HZ 7.2-B (AQ)

Once the PM 10 emissions reduction program has been determined by the SJVAPCD, the City of Hanford will participate with other neighboring jurisdictions to implement those rules.

POLICY HZ 7.3 (AQ)

Hanford will seek methods to integrate land use, circulation, and air quality planning with neighboring and regional jurisdictions.

OPEN SPACE/CONSERVATION/RECREATION ELEMENT OBJECTIVES, POLICIES, AND PROGRAMS

POLICY OCR 1.1 (AQ)

Create a greenbelt/open space buffer around the perimeter of the city that provides a clear sense of identity for the City of Hanford.

Program OCR 1.1-A (AQ)

Very low density residential and industrial land uses will be included in the land use plan to reduce density toward the edge of the Hanford Planning Area. The sizing of sewer lines will be reduced as they approach the edge of urban development in the Planning Area to limit growth influences beyond the Planning Area boundary.

Program OCR 1.1-B (AQ)

The City of Hanford will continue to coordinate land use planning efforts with Kings County to ensure that agricultural land use surrounds the Hanford Planning Area.

Program OCR 1.1-C (AQ)

In connection with General Plan Circulation policies, landscape design requirements will be considered for new projects which develop along the entryways to the City, in particular State Routes 198 and 43. Landscape design within required setbacks should promote a sense of transition from the

surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback.

POLICY OCR 1.2 (AQ)

The City will continue to coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the unincorporated community of Armona.

POLICY OCR 1.3 (AQ)

The City may consider annexing Williamson Act lands if such annexation is necessary to provide for logical urban development and the provision of municipal services.

Program OCR 1.3-A (AQ)

The City has included, in the General Plan Land Use Element, an Agricultural designation and has provided definitions which allow for the continued use as agriculture. The Agricultural designation may also be used for preserving open space necessary for public safety around the Hanford Airport and other locations which may be effected by noise or other significant development constraints.

POLICY OCR 5.3 (AQ)

Where feasible, Arterial and Major Collector streets should be constructed to provide landscaping along the edges and in median strips to enhance these street systems as aesthetic open space corridors.

Program OCR 5.3-A (AQ)

The City shall develop design guidelines and standards for the construction of landscaping and improvement of Arterial and Major Collector streets that are to be landscaped.

OBJECTIVE OCR 6 (AQ)

Guide urban development toward vacant or under-used land within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

POLICY OCR 6.1 (AQ)

Existing agricultural areas shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

OBJECTIVE OCR 7 (AQ)

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and/or rights-of-ways.

POLICY OCR 7.1 (AQ)

To the extent feasible, maintain slough remnants and watercourses within the Hanford Planning Area as components of storm drainage retention program, and a possible

recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

POLICY OCR 7.2 (AQ)

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

OBJECTIVE OCR 11 (AQ)

Conserve non-renewable energy resources and maximize the use of renewable energy resources.

Program OCR 14.1-B (AQ)

Neighborhood parks shall have a general service area of approximately 1/2 mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Program OCR 14.1-D (AQ)

Whenever possible, Neighborhood Parks shall be developed in conjunction with elementary schools.

Program OCR 14.2-B (AQ)

Community parks shall have a general service area of approximately 2 mile radius, and situated to provide adequate access to arterial and collector streets.

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